



# Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the Post Office in the Kingdom

**SIGHT SAVING**  
is a science which has become perfect through the labour of eminent men, whose discoveries have made it possible to bring your sight to its natural state by the use of accurate lenses.

N. JAZARUS,  
Optician,  
12, Queen's Road C.

No 19,910.

號十一百九千九萬一第 日七十月三年戌壬

HONGKONG, THURSDAY, APRIL 13th, 1922.

四拜禮

號三十月四年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION

MARTINI & ROSSI

FINEST

ITALIAN VERMOUTH

SWEET

DRY

Price reduced to \$22 per dozen

DUTY PAID

CALDBECK,  
MACGREGOR  
& CO., LTD.

15 Queen's Road Central.

Tel. No. 75.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. O. and SMOKE-LESS DIAMOND.  
THE HONGKONG SPORTING ARMS & AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Arcade

A LING & CO.,  
19, Queen's Road Central,  
HONGKONG.

FURNITURE AND PHOTO  
GOODS STORE.  
Glass Etching, Sign-Board and  
Mirror Making.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

PEAK TRAMWAY CO.  
LIMITED.

TIME-TABLE.

| WEEK DAYS.                               |  |
|------------------------------------------|--|
| 7.00 a.m. to 8.00 a.m. every 15 minutes. |  |
| 8.00 " " 9.30 " " 10 " "                 |  |
| 9.30 " " 11.00 " " 12 " "                |  |
| 11.30 " " 12.30 p.m. " " 13 " "          |  |
| 12.30 p.m. " 2.30 " " 10 " "             |  |
| 2.30 " " 4.00 " " 15 " "                 |  |
| 4.00 " " 8.10 " " 10 " "                 |  |
| NIGHT CARS.                              |  |
| 8.50 p.m., 9.00 p.m., 9.20 p.m.          |  |
| 9.30 p.m. to 11.30 p.m. every 30 minutes |  |
| 11.45 p.m.                               |  |
| SUNDAY.                                  |  |
| 7.30 a.m. to 7.45 a.m.                   |  |
| 8.00 a.m. to 9.30 a.m. every 15 minutes  |  |
| 9.30 " " 11.00 " " 10 " "                |  |
| 11.30 " " 12.00 noon " " 15 " "          |  |
| 1.00 p.m. " 4.00 " " 15 " "              |  |
| 4.00 " " 8.10 " " 10 " "                 |  |
| NIGHT CARS                               |  |
| As on Week Days.                         |  |

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, 100, Victoria Road.  
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No Season tickets will be issued until payment therefor has been made in Bank Notes or Cheques or Comproadors Order represent Bank Notes.

## KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 8th, 1921 until further Notice.  
(All previous Time Tables cancelled.)

DOWN TRAINS

| Station | No. 1<br>Local | No. 1a<br>Local | No. 2<br>Local | No. 3<br>Local | No. 4<br>Local | No. 5<br>Local | No. 6<br>Local | No. 7<br>Local | No. 8<br>Local | No. 9<br>Local | No. 10<br>Local | No. 11<br>Local | No. 12<br>Local | No. 13<br>Local | No. 14<br>Local | No. 15<br>Local | No. 16<br>Local | No. 17<br>Local | No. 18<br>Local | No. 19<br>Local | No. 20<br>Local | No. 21<br>Local | No. 22<br>Local | No. 23<br>Local | No. 24<br>Local | No. 25<br>Local | No. 26<br>Local | No. 27<br>Local | No. 28<br>Local | No. 29<br>Local | No. 30<br>Local | No. 31<br>Local | No. 32<br>Local | No. 33<br>Local | No. 34<br>Local | No. 35<br>Local | No. 36<br>Local | No. 37<br>Local | No. 38<br>Local | No. 39<br>Local | No. 40<br>Local | No. 41<br>Local | No. 42<br>Local | No. 43<br>Local | No. 44<br>Local | No. 45<br>Local | No. 46<br>Local | No. 47<br>Local | No. 48<br>Local | No. 49<br>Local | No. 50<br>Local | No. 51<br>Local | No. 52<br>Local | No. 53<br>Local | No. 54<br>Local | No. 55<br>Local | No. 56<br>Local | No. 57<br>Local | No. 58<br>Local | No. 59<br>Local | No. 60<br>Local | No. 61<br>Local | No. 62<br>Local | No. 63<br>Local | No. 64<br>Local | No. 65<br>Local | No. 66<br>Local | No. 67<br>Local | No. 68<br>Local | No. 69<br>Local | No. 70<br>Local | No. 71<br>Local | No. 72<br>Local | No. 73<br>Local | No. 74<br>Local | No. 75<br>Local | No. 76<br>Local | No. 77<br>Local | No. 78<br>Local | No. 79<br>Local | No. 80<br>Local | No. 81<br>Local | No. 82<br>Local | No. 83<br>Local | No. 84<br>Local | No. 85<br>Local | No. 86<br>Local | No. 87<br>Local | No. 88<br>Local | No. 89<br>Local | No. 90<br>Local | No. 91<br>Local | No. 92<br>Local | No. 93<br>Local | No. 94<br>Local | No. 95<br>Local | No. 96<br>Local | No. 97<br>Local | No. 98<br>Local | No. 99<br>Local | No. 100<br>Local | No. 101<br>Local | No. 102<br>Local | No. 103<br>Local | No. 104<br>Local | No. 105<br>Local | No. 106<br>Local | No. 107<br>Local | No. 108<br>Local | No. 109<br>Local | No. 110<br>Local | No. 111<br>Local | No. 112<br>Local | No. 113<br>Local | No. 114<br>Local | No. 115<br>Local | No. 116<br>Local | No. 117<br>Local | No. 118<br>Local | No. 119<br>Local | No. 120<br>Local | No. 121<br>Local | No. 122<br>Local | No. 123<br>Local | No. 124<br>Local | No. 125<br>Local | No. 126<br>Local | No. 127<br>Local | No. 128<br>Local | No. 129<br>Local | No. 130<br>Local | No. 131<br>Local | No. 132<br>Local | No. 133<br>Local | No. 134<br>Local | No. 135<br>Local | No. 136<br>Local | No. 137<br>Local | No. 138<br>Local | No. 139<br>Local | No. 140<br>Local | No. 141<br>Local | No. 142<br>Local | No. 143<br>Local | No. 144<br>Local | No. 145<br>Local | No. 146<br>Local | No. 147<br>Local | No. 148<br>Local | No. 149<br>Local | No. 150<br>Local | No. 151<br>Local | No. 152<br>Local | No. 153<br>Local | No. 154<br>Local | No. 155<br>Local | No. 156<br>Local | No. 157<br>Local | No. 158<br>Local | No. 159<br>Local | No. 160<br>Local | No. 161<br>Local | No. 162<br>Local | No. 163<br>Local | No. 164<br>Local | No. 165<br>Local | No. 166<br>Local | No. 167<br>Local | No. 168<br>Local | No. 169<br>Local | No. 170<br>Local | No. 171<br>Local | No. 172<br>Local | No. 173<br>Local | No. 174<br>Local | No. 175<br>Local | No. 176<br>Local | No. 177<br>Local | No. 178<br>Local | No. 179<br>Local | No. 180<br>Local | No. 181<br>Local | No. 182<br>Local | No. 183<br>Local | No. 184<br>Local | No. 185<br>Local | No. 186<br>Local | No. 187<br>Local | No. 188<br>Local | No. 189<br>Local | No. 190<br>Local | No. 191<br>Local | No. 192<br>Local | No. 193<br>Local | No. 194<br>Local | No. 195<br>Local | No. 196<br>Local | No. 197<br>Local | No. 198<br>Local | No. 199<br>Local | No. 200<br>Local | No. 201<br>Local | No. 202<br>Local | No. 203<br>Local | No. 204<br>Local | No. 205<br>Local | No. 206<br>Local | No. 207<br>Local | No. 208<br>Local | No. 209<br>Local | No. 210<br>Local | No. 211<br>Local | No. 212<br>Local | No. 213<br>Local | No. 214<br>Local | No. 215<br>Local | No. 216<br>Local | No. 217<br>Local | No. 218<br>Local | No. 219<br>Local | No. 220<br>Local | No. 221<br>Local | No. 222<br>Local | No. 223<br>Local | No. 224<br>Local | No. 225<br>Local | No. 226<br>Local | No. 227<br>Local | No. 228<br>Local | No. 229<br>Local | No. 230<br>Local | No. 231<br>Local | No. 232<br>Local | No. 233<br>Local | No. 234<br>Local | No. 235<br>Local | No. 236<br>Local | No. 237<br>Local | No. 238<br>Local | No. 239<br>Local | No. 240<br>Local | No. 241<br>Local | No. 242<br>Local | No. 243<br>Local | No. 244<br>Local | No. 245<br>Local | No. 246<br>Local | No. 247<br>Local | No. 248<br>Local | No. 249<br>Local | No. 250<br>Local | No. 251<br>Local | No. 252<br>Local | No. 253<br>Local | No. 254<br>Local | No. 255<br>Local | No. 256<br>Local | No. 257<br>Local | No. 258<br>Local | No. 259<br>Local | No. 260<br>Local | No. 261<br>Local | No. 262<br>Local | No. 263<br>Local | No. 264<br>Local | No. 265<br>Local | No. 266<br>Local | No. 267<br>Local | No. 268<br>Local | No. 269<br>Local | No. 270<br>Local | No. 271<br>Local | No. 272<br>Local | No. 273<br>Local | No. 274<br>Local | No. 275<br>Local | No. 276<br>Local | No. 277<br>Local | No. 278<br>Local | No. 279<br>Local | No. 280<br>Local | No. 281<br>Local | No. 282<br>Local | No. 283<br>Local | No. 284<br>Local | No. 285<br>Local | No. 286<br>Local | No. 287<br>Local | No. 288<br>Local | No. 289<br>Local | No. 290<br>Local | No. 291<br>Local | No. 292<br>Local | No. 293<br>Local | No. 294<br>Local | No. 295<br>Local | No. 296<br>Local | No. 297<br>Local | No. 298<br>Local | No. 299<br>Local | No. 300<br>Local | No. 301<br>Local | No. 302<br>Local | No. 303<br>Local | No. 304<br>Local | No. 305<br>Local | No. 306<br>Local | No. 307<br>Local | No. 308<br>Local | No. 309<br>Local | No. 310<br>Local | No. 311<br>Local | No. 312<br>Local | No. 313<br>Local | No. 314<br>Local | No. 315<br>Local | No. 316<br>Local | No. 317<br>Local | No. 318<br>Local | No. 319<br>Local | No. 320<br>Local | No. 321<br>Local | No. 322<br>Local | No. 323<br>Local | No. 324<br>Local | No. 325<br>Local | No. 326<br>Local | No. 327<br>Local | No. 328<br>Local | No. 329<br>Local | No. 330<br>Local | No. 331<br>Local | No. 332<br>Local | No. 333<br>Local | No. 334<br>Local | No. 335<br>Local | No. 336<br>Local | No. 337<br>Local | No. 338<br>Local | No. 339<br>Local | No. 340<br>Local | No. 341<br>Local | No. 342<br>Local | No. 343<br>Local | No. 344<br>Local | No. 345<br>Local | No. 346<br>Local | No. 347<br>Local | No. 348<br>Local | No. 349<br>Local | No. 350<br>Local | No. 351<br>Local | No. 352<br>Local | No. 353<br>Local | No. 354<br>Local | No. 355<br>Local | No. 356<br>Local | No. 357<br>Local | No. 358<br>Local | No. 359<br>Local | No. 360<br>Local | No. 361<br>Local | No. 362<br>Local | No. 363<br>Local | No. 364<br>Local | No. 365<br>Local | No. 366<br>Local | No. 367<br>Local | No. 368<br>Local | No. 369<br>Local | No. 370<br>Local | No. 371<br>Local | No. 372<br>Local | No. 373<br>Local | No. 374<br>Local | No. 375<br>Local | No. 376<br>Local | No. 377<br>Local | No. 378<br>Local | No. 379<br>Local | No. 380<br>Local | No. 381<br>Local | No. 382<br>Local | No. 383<br>Local | No. 384<br>Local | No. 385<br>Local | No. 386<br>Local | No. 387<br>Local | No. 388<br>Local | No. 389<br>Local | No. 390<br>Local | No. 391<br>Local | No. 392<br>Local | No. 393<br>Local | No. 394<br>Local | No. 395<br>Local | No. 396<br>Local | No. 397<br>Local | No. 398<br>Local | No. 399<br>Local | No. 400<br>Local | No. 401<br>Local | No. 402<br>Local | No. 403<br>Local | No. 404<br>Local | No. 405<br>Local | No. 406<br>Local | No. 407<br>Local | No. 408<br>Local | No. 409<br>Local | No. 410<br>Local | No. 411<br>Local | No. 412<br>Local | No. 413<br>Local | No. 414<br>Local | No. 415<br>Local | No. 416<br>Local | No. 417<br>Local | No. 418<br>Local | No. 419<br>Local | No. 420<br>Local | No. 421<br>Local | No. 422<br>Local | No. 423<br>Local | No. 424<br>Local | No. 425<br>Local | No. 426<br>Local | No. 427<br>Local | No. 428<br>Local | No. 429<br>Local | No. 430<br>Local | No. 431<br>Local | No. 432<br>Local | No. 433<br>Local | No. 434<br>Local | No. 435<br>Local | No. 436<br>Local | No. 437<br>Local | No. 438<br>Local | No. 439<br>Local | No. 440<br>Local | No. 441<br>Local | No. 442<br>Local | No. 443<br>Local | No. 444<br>Local | No. 445<br>Local | No. 446<br>Local | No. 447<br>Local | No. 448<br>Local | No. 449<br>Local | No. 450<br>Local | No. 451<br>Local | No. 452<br>Local | No. 453<br>Local | No. 454<br>Local | No. 455<br>Local | No. 456<br>Local | No. 457<br>Local | No. 458<br>Local | No. 459<br>Local | No. 460<br>Local | No. 461<br>Local | No. 462<br>Local | No. 463<br>Local | No. 464<br>Local | No. 465<br>Local | No. 466<br>Local | No. 467<br>Local | No. 468<br>Local | No. 469<br>Local | No. 470<br>Local | No. 471<br>Local | No. 472<br>Local | No. 473<br>Local | No. 474<br>Local | No. 475<br>Local | No. 476<br>Local | No. 477<br>Local | No. 478<br>Local | No. 479<br>Local | No. 480<br>Local | No. 481<br>Local | No. 482<br>Local | No. 483<br>Local | No. 484<br>Local | No. 485<br>Local | No. 486<br>Local | No. 487<br>Local | No. 488<br>Local | No. 489<br>Local | No. 490<br>Local | No. 491<br>Local | No. 492<br>Local | No. 493<br>Local | No. 494<br>Local | No. 495<br>Local | No. 496<br>Local | No. 497<br>Local | No. 498<br>Local | No. 499<br>Local | No. 500<br>Local | No. 501<br>Local | No. 502<br>Local | No. 503<br>Local | No. 504<br>Local | No. 505<br>Local | No. 506<br>Local | No. 507<br>Local | No. 508<br>Local | No. 509<br>Local | No. 510<br>Local | No. 511<br>Local | No. 512<br>Local | No. 513<br>Local | No. 514<br>Local | No. 515<br>Local | No. 516<br>Local | No. 517<br>Local | No. 518<br>Local | No. 519<br>Local | No. 520<br>Local | No. 521<br>Local | No. 522<br>Local | No. 523<br>Local | No. 524<br>Local | No. 525<br>Local | No. 526<br>Local | No. 527<br>Local | No. 528<br>Local | No. 529<br>Local | No. 530<br>Local | No. 531<br>Local | No. 532<br>Local | No. 533<br>Local | No. 534<br>Local | No. 535<br>Local | No. 536<br>Local | No. 537<br>Local | No. 538<br>Local | No. 539<br>Local | No. 540<br>Local | No. 541<br>Local | No. 542<br>Local | No. 543<br>Local | No. 544<br>Local | No. 545<br>Local | No. 546<br>Local | No. 547<br>Local | No. 548<br>Local | No. 549<br>Local | No. 550<br>Local | No. 551<br>Local | No. 552<br>Local | No. 553<br>Local | No. 554<br>Local | No. 555<br>Local | No. 556<br>Local | No. 557<br>Local | No. 558<br>Local | No. 559<br>Local | No. 560<br>Local | No. 561<br>Local | No. 562<br>Local | No. 563<br>Local | No. 564<br>Local | No. 565<br>Local | No. 566<br>Local | No. 567<br>Local | No. 568<br>Local | No. 569<br>Local | No. 570<br>Local | No. 571<br>Local | No. 572<br>Local | No. 573<br>Local | No. 574<br>Local | No. 575<br>Local | No. 576<br>Local | No. 577<br>Local | No. 578<br>Local | No. 579<br>Local | No. 580<br>Local | No. 581<br>Local | No. 582<br>Local | No. 583<br>Local | No. 584<br>Local | No. 585<br>Local | No. 586<br>Local | No. 587<br>Local | No. 588<br>Local | No. 589<br>Local | No. 590<br>Local | No. 591<br>Local | No. 592<br>Local | No. 593<br>Local | No. 594<br>Local | No. 595<br>Local | No. 596<br>Local | No. 597<br>Local | No. 598<br>Local | No. 599<br>Local | No. 600<br>Local | No. 601<br>Local | No. 602<br>Local | No. 603<br>Local | No. 604<br>Local | No. 605<br>Local | No. 606<br>Local | No. 607<br>Local | No. 608<br>Local | No. 609<br>Local | No. 610<br>Local | No. 611<br>Local | No. 612<br>Local | No. 613<br>Local | No. 614<br>Local | No. 615<br>Local | No. 616<br>Local | No. 617<br>Local | No. 618<br>Local | No. 619<br>Local | No. 620<br>Local | No. 621<br>Local | No. 622<br>Local | No. 623<br>Local | No. 624<br>Local | No. 625<br>Local | No. 626<br>Local | No. 627<br>Local | No. 628<br>Local | No. 629<br>Local | No. 630<br>Local | No. 631<br>Local | No. 632<br>Local | No. 633<br>Local | No. 634<br>Local | No. 635<br>Local | No. 636<br>Local | No. 637<br>Local | No. 638<br>Local | No. 639<br>Local | No. 640<br>Local | No. 641<br>Local | No. 642<br>Local | No. 643<br>Local | No. 644<br>Local | No. 645<br>Local | No. 646<br>Local | No. 647<br>Local | No. 648<br>Local | No. 649<br>Local | No. 650<br>Local | No. 651<br>Local | No. 652<br>Local | No. 653<br>Local | No. 654<br>Local | No. 655<br>Local | No. 656<br>Local | No. 657<br>Local | No. 658<br>Local | No. 659<br>Local | No. 660<br>Local | No. 661<br>Local | No. 662<br>Local | No. 663<br>Local | No. 664<br>Local | No. 665<br>Local | No. 666<br>Local | No. 667<br>Local | No. 668<br>Local | No. 669<br>Local | No. 670<br>Local | No. 671<br>Local | No. 672<br>Local | No. 673<br>Local | No. 674<br>Local | No. 675<br>Local | No. 676<br>Local | No. 677<br>Local | No. 678<br>Local | No. 679<br>Local | No. 680<br>Local | No. 681<br>Local | No. 682<br>Local | No. 683<br>Local | No. 684<br>Local | No. 685<br>Local | No. 686<br>Local | No. 687<br>Local 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| 26 x 3     | ...                              | 28.00  | 24.80 |
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| 880 x 135  | ...                              | 95.00  | ...   |
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| Size       | Inch Sizes Royal Cord            | Tyres  | Tubes |
| 32 x 3 1/2 | ...                              | 85.00  | 8.00  |
| 32 x 4     | ...                              | 115.00 | 9.75  |
| 32 x 4 1/2 | ...                              | 120.00 | 10.50 |
| 32 x 4     | ...                              | 122.00 | 11.00 |
| 32 x 4 1/2 | ...                              | 130.00 | 11.50 |
| 33 x 4 1/2 | ...                              | 135.00 | 11.75 |
| 33 x 4 1/2 | ...                              | 137.00 | 12.00 |
| 34 x 4 1/2 | ...                              | 138.50 | 12.25 |
| 33 x 4 1/2 | ...                              | 145.00 | 13.00 |
| 35 x 5     | ...                              | 155.00 | 13.50 |
| Size       | Inch Sizes Nobby Cord            | Tyres  | Tubes |
| 36 x 6     | ...                              | 180.00 | 25.00 |

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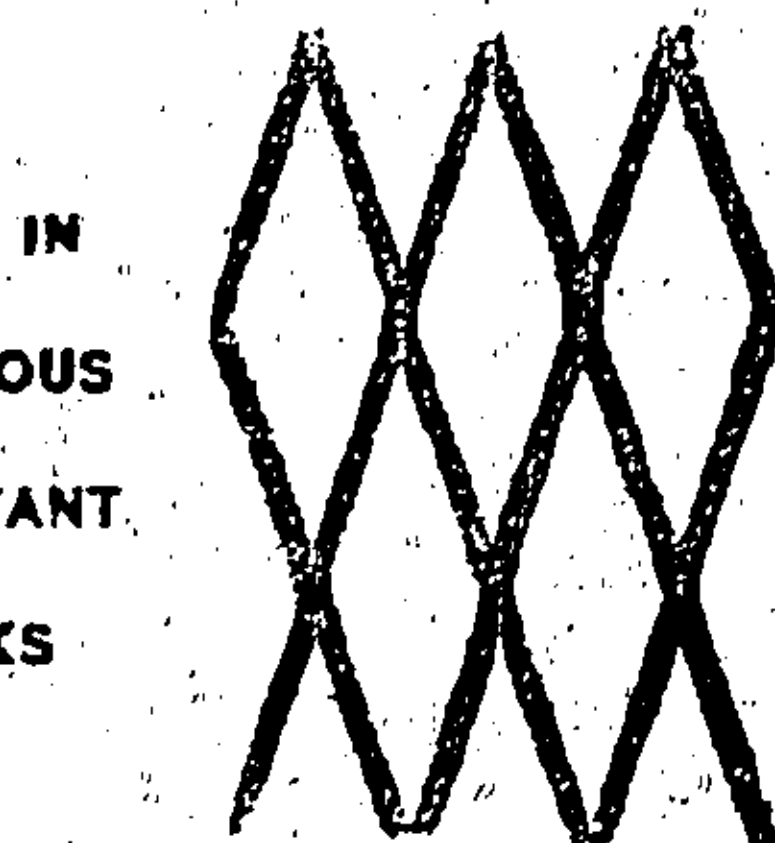
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### THE MEANING OF LIFE. UNIVERSITY STUDENTS ADDRESSED BY DR. T. W. PEARCE.

CONFUCIUS' "VISION OF OPTIMISM."

The address at the University students' service last Sunday was given by the Warden of Morrison Hall (the Rev. Dr. T. W. Pearce). These services, held in the Rhenish Mission Church, Bonham Road, are intended to help students to face some of the pressing problems of life and thought.

"The Meaning of Life" was the subject on which Dr. Pearce spoke, and he handled it in a very interesting manner by contrasting the familiar words of the Psalmist, "The days of our years are three score and ten," with the words of St. Paul, "The life which I now live." (Galatians, c. ii, v. 20.) The first, Dr. Pearce remarked, was an arithmetical computation: the second a spiritual appraisal. Dr. Pearce observed that deductions had to be made from the sum total of the Psalmist's three score years and ten. In this connection, Dr. Pearce aptly quoted Bishop Jeremy Taylor who, more than 300 years ago, wrote:—

Yet is a third part of our life spent before we enter into a higher order, into the state of man. So that if we must not reckon the life of a man but by the accounts of his reason, he is long before his soul be dressed; and he is not to be called a man without a wise and an adorned soul, a soul at least furnished with what is necessary toward his well-being; but by the time his soul is thus furnished, his body is decayed; and then you can hardly reckon him to be alive, when his body is possessed by so many degrees of death.

Dr. Pearce here sounded a warning note. "There is another way," he said, "where madness lies. Reflections on the shortness of life have deprived many of rational, ordered, fruitful participation in life's responsibilities and duties. Hermits, recluses, anchorites have withdrawn from the society of their fellows, to spend their days in meditation and their nights in prayer; being constrained thereby by minds rendered morbid and self-centred by brooding over-much on the brevity of existence. They also have lost the road; they, too, have failed to see the meaning of life.

LIFE IS AN INVESTMENT.  
"I would have every one of you say, 'The life which I now live is an investment. The life which I now live is the only life that I have to invest.' Wise men engaged in mercantile affairs, know exactly, from time to time, what they are doing; they can find it or account for it. So should it be in the conduct of life. The admonition that should guide us is, 'See that ye walk, circumspectly, not as fools, but as wise, buying up the opportunity, (the glorious chance, the great occasion), because the days are evil.'

"My friends," continued the venerable preacher, "many of you have life before you, and mine, for the most part, is behind me. Let me remind you, with affectionate earnestness, that you may start from one of two divergent points. You can, in a short while, make yourselves old men by the simple process of reckoning the number of years, months and days you may have to live. Or you can start under the inspiration of your immortality and not under the discouragement of your frailty. Which shall it be? The days of your years, or the life which you now live? There is always possible the arithmetical count, the scientific measurement; and there is also possible the moral measurement, the spiritual appraisalment.

THE HEIRS OF THE AGES.  
"I address myself, specially, to students of this University. The life you now live is in an age of wonders. It is not easy to realise, even partially, what is meant by the phrase, 'A century of inventions.' Man's conquest of the earth, the air, the sea, even to its lower depths, is assured. There is for your use a wealth of invention in marvellous appliances. There are, for you, libraries, schools, opportunities. Our fathers laboured and we have entered into their labours. We are the heirs of the ages and we have indeed a goodly heritage. Yet we, too, may miss the path of life.

In this connection, Dr. Pearce recalled the central doctrine taught by Confucius: the very soul and spirit of his message to mankind was "Seek to beautify and glorify the life that now is." He maintained that the present system of things admitted of being beautified and glorified, as containing in itself the germs of infinite development. Surely this teaching was a real contribution to the sum of religious thought. Rightly had it been said that this man of profound wisdom and exalted virtue gave to the faiths of the East an element that was at once distinctive and new.

Well would it have been for China, if she had realised that vision of optimism as a creed of hope; she would not then have been left behind in the stream of world civilisation. Dr. Pearce thought that, as things were to-day, neither East nor West might fail of this great realisation.

THE CONSCIOUSNESS OF INTOLERABLE NEED.  
"The note of triumph need not be wanting," continued Dr. Pearce, "where the meaning of life, in all its fulness, is realised. Yet is it not a fact that with all our wealth of present day civilisation, wealth that cannot be reckoned up—there is everywhere the consciousness of intolerable want? How is this to be met? Would you realise meanings? They are brought home to the spirit that finds its home in Christ. Would you read the riddle of life, in the solution of which you are, so personally, so directly, so intimately concerned, and would you see, as (Continued at foot of next column.)

### SINGULAR DEMAND BY CHANG TSO-LIN.

FENGTIEN SHOULD CONTROL  
CHIHLI ARSENALS.

A Chinese News Agency says that, according to Government circles, the relations between the Fengtien and Chihli factions, though assuming at first sight the aspect of tranquillity, have of late in reality grown from bad to worse.

General Chang Ching-hui, who is now on a visit to Paoingfu, has placed a demand, comprising three items, before Tsao Kun and Tsao Jui, acting under instructions from Chang Tso-lin.

Among the items, there is one, it is said, requiring that the two arsenals at Tschow and Kungshien be put under the control of the Fengtien faction.

With regard to this matter, both Tsao Kun and Tsao Jui, being unable to form a decision on their own account, are expected to come to a decision upon the arrival at Paoingfu of General Wu Pei-fu and after consultation with the latter.

Meanwhile, Tsao Jui is still insisting upon the peaceful solution of the situation. Chang Tso-lin has of late requested Mr. Chung Shih-ming to supply the Fengtien faction with military funds to the amount of \$1,500,000 per month on condition that Chang Tso-lin recognizes Mr. Chung Shih-ming as Acting Minister of Finance.

To this request, Mr. Chung is alleged to have already given his consent.

### LEADING JAPANESE NEWSPAPER VIEWS.

Tokio, April 14th.

In view of rumours that hostilities would be opened at no distant date between the Chihli and Fengtien factions and shaking the political state of affairs in the North, an editorial in the *Asahi*, in an editorial to-day, says:—

In these days when the Powers are strictly living up to their common principle of non-interference in Chinese internal affairs, strictly observing the Nine Powers Treaty, it is absolutely impossible for any political party in China to obtain a supply from the Powers of arms or war funds. While it is very hard for Dr. Sun Yat-sen to effect further progress of his scheme for the despatch of expeditionary forces to the North, it is doubtful if the relations between the Chihli and Fengtien factions are so much strained as are generally reported to be the case.

Even if the alleged co-operation on the part of Chang Tso-lin, Dr. Sun Yat-sen and Tsao Ching-hui were to achieve the cherished object of overthrowing General Wu Pei-fu, it is most unlikely that the present complicated situation would be altogether settled. In other words, even if the unification of the North and South were to be brought about, it would seem evident that there would be a fight in the dark or antagonism again between the Fengtien, Anfu, and the Canton factions. In these circumstances, the Powers would do well to watch with indifference the course of events and refrain absolutely from interfering in China's home affairs. This is the only way we feel confident, that tends to accelerate the realisation of the stability of the political state of affairs in China.

### SHIPPING DEPRESSION.

SIR F. LEWIS AND FREEDOM.

Sir Frederick Lewis, Bt., was elected president of the Chamber of Shipping of the United Kingdom at the annual meeting held on February 24th at Skinner's Hall. In the course of his address he said he was speaking while they were in the deepest depression that shipping had ever experienced, but he was not going to join the ranks of the pessimists. They still believed in the four "F's"—freedom of the seas, freedom of ports, freedom of trade, and freedom of contract. A sad effect of the present depression was the unemployment among merchant marine officers and seamen, of whom 30,000 were out of work. Everyone felt that the industry must not let its men down during the hard times, but it was manifestly impossible for any shipowner to carry on indefinitely if his ships were to be run at a loss laid up through excessive operating costs. Dealing with the question of State-owned shipping and State subsidies, Sir Frederick urged that nationalised industries were not justified unless private enterprise had failed to meet the legitimate needs of the country. Shipowners asked the Government to help them and the whole community by cutting down all unnecessary expenditure on the national services, and they looked for relief from the present burden of taxation. Regarding the future, let them set themselves to the task of making our shipping the most efficient in the world, that they might regain their heritage of being the world's chief ocean carriers and be ready for trade revival when it came.

In a glass, darkly, things fraught with promise of the clear vision yet to be revealed? Then respond to the call to learn, and find rest. Christ met the world's need in meekness that needs to-day. You feel hunger of the mind, thirst of the soul, weariness of the spirit. He will come to you with revelations in which are possibilities higher than any that lie within the arithmetical compass of seventy years. "Give up the sacredness of life, and you give up society, progress, education, everything that imparts value, dignity and divinity to being. Accept the sacredness of life, live it God-ward, and this world becomes a vast training school, where we are disciplined and fitted, by God's methods, for the life immortal.

### SPORT. LAWN TENNIS.

YESTERDAY'S NOTABLE MATCH.

Tennis enthusiasts, at the conclusion of yesterday's play, were unanimously of opinion, that the match played off on the Stand Court yesterday was the best of the Tournament. The players were the redoubtable Ng Sze Kwong and W. Lock Wei who had to meet A. A. Rumsdahl and S. H. Iamail in the second round of the Open Championship Doubles.

People expected a good match and rolled up in hundreds. When the match concluded there must have been something like 2,000 spectators. Among those who witnessed the game were H.E. the Governor and his Private Secretary (Mr. Eric Rice).

The match provided excellent tennis, and though Ng Sze Kwong and Lock Wei won by three sets to two, there was a stage in the game when Rumsdahl and Iamail were winning, and in such a manner as to bring forth round upon round of unstinted applause. They opened the match in the manner born to winners and scored point after point to the surprise of the spectators. Their tennis was dashing and for the first two sets their wins were decisive. Rumsdahl was excellent with his drives. They were of the expressive type and very low whilst his partner, who, by the way, is a better double man than he is a single, got in some brilliant back-hand strokes. Their opponents could do nothing but play carefully and with patience wear out the two younger and more enthusiastic players. Their policy was a wise one for in the third set the change came. The two younger players lost three of the first five games in this set and from the sixth game they changed their tactics. They abandoned the dash which had done so much for them and adopted the slower and more careful game. The older and the more experienced couple rose to the occasion and from thence onward their star was in the ascendant. The youngsters gave occasional glimpses of their former form in a long rally, but they could not recover their dash, which had brought them so near to victory. Iamail to some extent recovered in the final set, but those line drives from Rumsdahl which predominated in the first two sets were wanting.

Ng Sze Kwong and his partner improved greatly in the two last sets and it was in these sets that the stamina of older men and their longer experience stood them in good stead. They simply wore out their opponents and smashed home a brilliant point.

The scores were:—1-6, 2-6, 6-3, 6-4. Ng Sze Kwong and W. Lock Wei have now reached the semi-final. Their opponents in this round are F. A. Redmond and G. R. Sayer.

The other semi-finalists in this competition are the Lo brothers, Wong Po Keung and Y. Yvanovich.

Open Championship Doubles.—F. A. Redmond and G. R. Sayer beat R. M. Smith and G. M. Dodwell, 11-9, 6-3, 6-3. Club Championship.—G. W. Sewell beat C. C. Stark, 6-0, 6-1, 7-5. Handicap Singles.—B. E. L. Leader beat B. Crowler, 2-6, 6-0, 7-5.

### TO-DAY'S MATCHES.

Handicap Singles "A"—R. K. Valentine beat B. M. Dowdell.  
Handicap Doubles.—Capt. P. H. Davies and Capt. C. G. Olliver v. L. de Lecuw. Major J. R. Lloyd and A. B. Raworth v. G. E. Ellams and C. B. Brown.  
Mixed Doubles.—Surg.-Lt. G. H. Hayes and Dr. Gladys Turner v. J. B. Penman and Mrs. Armstrong.

### FIT-U PINCE-NEZ

is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central.—Advt. [101]

### G. B.

SALE BY TENDER OF H.M.S.  
"WIVERN"

TENDERS are invited for the purchase of the above named ship as she lies in the harbour.  
2. Full particulars of the ship, conditions of sale, permits to view and tender forms may be obtained on application to the undersigned.  
3. A deposit of \$100 is required before forms of tender can be issued, this amount being returned if tender is not accepted.  
4. The vessel will be on view from the 22nd March to the 22nd April inclusive during the ordinary working hours of the Dockyard.  
5. Particulars of H.M.S. "WIVERN".  
Length between Perpendiculars.....126 ft.  
Breadth, extreme.....12 ft.  
Depth in hold.....12 ft.  
Nominal Displacement.....200 Tons (about)  
6. Propelling Machinery and Boilers have been removed and only a few items of Workshop machinery and fittings have been left on board.  
7. Tenders will be received in the Office of the Commissioners, Hongkong, up to noon on MONDAY, the 24th April 1922.  
H. G. LOWE,  
Naval Store Officer,  
H. M. Dockyard,  
Hongkong, March 21st, 1922. [698]

### INTIMATIONS

NOTICE OF REMOVAL.

WE HEREBY GIVE NOTICE of our REMOVAL to new Offices on the 2nd Floor at No. 8a, Des Vaux Road, Central (corner of Lee House St.) on 11th April.  
W. A. HANNIBAL & CO. [192]

GODDARD &amp; DOUGLAS

(Telephone 123)

MARINE SURVEYORS,

PRINCE'S BUILDINGS.

NOTICE OF REMOVAL.

WE hereby give notice that we have REMOVED to new Offices on the 3rd Floor at No. 4a, Des Vaux Road Central.  
GODDARD & DOUGLAS. [812]

GODDARD &amp; DOUGLAS.

UNIVERSITY OF HONGKONG

ANNUAL ATHLETIC SPORTS

MEETING.

SATURDAY, APRIL 22ND, 1922.

ENTRIES are invited for the following events:—

- (1) Quarter Mile—Open to bona-fide amateurs resident in the Colony.
  - (2) 220 yards (Handicap)—Old Students only.
  - (3) 220 yards—Open to Schools of the Colony.
  - (4) 40 yards—Egg & spoon race for girls.
- Entries must reach the Hon. Secretary, H.K.U.A.A. not later than TUESDAY, the 18th April, 1922. [825]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF FRANCIS MANTLAND of Victoria Hongkong Merchant deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 48 of the Probates Ordinance 1897 (No. 2 of 1897) made an order limiting the time for sending in claims to or against the above Estate to the 28th Day of April, 1922. Creditors and Claimants are hereby required to send their claims to the undersigned by the above date.  
Dated this 17th day of April 1922.

DEACON LOCKER DEACON & HARTSON,  
Proctors for the Executors and Administrators.  
1 Des Vaux Road Central, Hongkong.  
Hongkong, 8th April, 1922. [195]

### PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Boxes A, L, JWS, WX, QT, QW.

FOR SALE—Advertiser has FURNITURE (4 Rooms) in Excellent Condition for disposal and May, Mostly Lac & Crawford & Co. make Apply to Box Q.X. k/o Daily Press Office.

FOR SALE—One Carrying Chair with Coolies Uniform etc. at the Peak. Reply to Box Q.W. k/o Daily Press Office.

WANTED—Shipping Clerk required. Must be fully conversant with all details transshipments, Steamers &c. etc. Apply, detailing experience, salary required, and when free, to Box A.A. k/o Daily Press Office.

FOR SALE—Five Seater MacLoughlin Motor Car in excellent condition; five tyres, of which three are new cord tyres. Apply Linstead & Davis, Alexandra Buildings, Hongkong.

TO LET—Six Rooms FURNISHED HOUSE for about 10 months beginning 15th April with large Garden. Rent \$270. Apply to Box Q.T. k/o Daily Press Office.

TO LET—1st of May, well furnished Bed Sitting Room with Board and every convenience for married couple; also one single room for bachelor. Apply Box Q.V. k/o Daily Press Office.

WANTED—To purchase two Setter Dogs and one speaking Parrot. Apply Box Q.U. k/o Hongkong Daily Press.

LOST—On Hongkong Cricket Ground on April 11th, between 5.30 and 6.30 pm. one Gentlemen's Bag, GOLD WATCH, by Goldsmiths, London, Gold Chain, Signet Ring and Gold Pencil. Reward will be given to finder sending same to 8, Leighton Hill.

OFFICES TO LET—Two good rooms from 1st May till 31st October. Apply H. E. Pollock, Prince's Building.

FOR SALE, Studebaker's special size 5 seater Motor Car; has run under 5,000 miles. First class condition. Apply Box "W.X." k/o "Daily Press" Office.

TO LET—Office rooms on 1st floor, Bank of China Building, No. 4, Queen's Road Central to be let on long term from 1st of May. For particulars apply to Bank of China.

### TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 ROOMS, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central. Verandahs to each room FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 k/o Daily Press Office. [750]

### FOR SALE

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godowns.  
Further details apply to  
W. G. HUMPHREYS & Co. [425]

### FOR SALE.

TREADLE Screwcutting Lathe, Fly Wheel 12" on Treadle Shaft 34" Centre's Gap 4" from Flange 1" between headstocks. Face Plate and Clinch, 20 change wheels for Screwcutting; slide rest, nearly new.  
Apply to DOUGLAS S.S. CO., LTD., 50, Des Vaux Road Central. [690]  
Hongkong, 10th April, 1922.



## RANDOM REFLECTIONS.

It is a long time since I had time to indulge in "Reflections." I wonder if you will believe me when I tell you that I have been so preoccupied in making arrangements for the visit of the Prince of Wales. In offering the excuse I am relying on the hope that you have never served on any local Committee.

I remember being placed on my first local Committee while quite a griffin—not five years in the Colony and little more than the frivolous age of forty. There were nearly half a hundred of us, and I began to wonder how such an unwieldy body would ever get through its work. I was not left wondering long. Within ten minutes we had elected an Executive Committee and from that moment we knew no more than the "man in the moon" what was being done.

In connection with the Prince's visit, however, our life was longer, if no more useful. At one meeting the programme which had been provisionally arranged for the celebrations was read out, and at the next we were informed of what His Royal Highness had approved. Then we dissolved into thin air. "You may flatter yourself that by this revelation you can pierce my pseudonym, but you are mistaken. Even the Secretary has no record of the names of those appointed to serve on the General Committee."

The Prince must have been struck, I should imagine, by the contrast between the nature of his visit to Hongkong, and (say) Australia, Canada, or one of the Home Cities. Here he was carefully shepherded from one formal function to another, and never allowed, until the last moment, to come into close contact with "the man in the street." We know how royalty should comport itself, and there's no damned nonsense about Democracy with us. We sort out the sheep from the goats, even amongst the onlookers, with our red and blue tickets—though we reverse the usual significance of the colours—and put all the "people who count" in the local hierarchy into a class by themselves. In the list of those presented to His Royal Highness on arrival or invited to the banquet at Government House you will not find more than a dozen members of the general community—all the rest were officials of one kind or another. Things are not arranged that way now-a-days in England, but, thank heaven, we have no need to pander to the proletariat out here.

The object of these royal visits is, of course, to bring the Throne into touch with the people, and thus to strengthen the bonds of sympathy between the two by a closer understanding; they are not for the purpose of asserting the pre-eminence of the official classes who regard themselves as pillars of the Throne and have other opportunities of promoting its presence. The Prince appeared to be oppressed by the rigid formality of the proceedings, and only smiled twice in public throughout the day—once when Mr. Percy Smith had to delay reading an address while he groped in his pocket for his spectacles; and, again, when H.R.H. touched the button which laid the stone of St. Stephen's Girls' School by electricity. There was no trace of stiffness in the cheery "Right-ho," with which he replied to Mr. Percy Smith's intimation: "Now, Sir, you will have to wait for me, I'm afraid." And the obvious discomfort which he showed when forced to listen to long and fulsome addresses was eloquent of that modesty which we like to regard as characteristically British. What a pity he missed the sartorial disaster which befell one gentleman when rehearsing in Court costume the part he was to play in the proceedings!

Except at the polo match—which can hardly be regarded as a part of the official celebration—the only time the Prince appeared to enjoy himself was when he cast aside ceremony and let himself go at the Community Ball. Here he danced the Eighteenth Roel with a great deal of nerve in a set of his own choosing, to the dismay of the official set, and for the rest of the evening selected partners from among the general company to whom he chatted in a perfectly easy and natural manner. Under the strain of his exertions his collar speedily collapsed, but though he had others in reserve he did not trouble to use them. So thoroughly did he enjoy himself that he stayed beyond the appointed hour and left, with evident reluctance, owing, it seemed to me, to the pressure exerted by his entourage, who stood waiting on the dais until he joined them.

The modesty he showed when obliged to endure the lavish encomiums passed upon him, the natural and unaffected voice in which he replied, the contempt for our class distinctions which he showed at the ball, the youthful enthusiasm with which he joined in the dancing, and the selflessness with which he accepted the tedious programme prepared for him, have won him a very warm place in all our hearts. Dare we hope that the young man who towers so far above the most exalted of us is the social firmament that he is unable to discern the petty distinctions on which we are so insistent—some of those in our midst who suffer from the delusion that they are a superior order of creation and will henceforth be a little more human and unaffected, a little less pompous and supercilious?

Now that the Prince's visit is over, the Government seem to have made up their mind very quickly that the Royal Pavilion must be scrapped without delay. Less than two months ago—on February 18th, to be precise—they stated, in answer to a question by the Hon. Mr. A. O. Lang, that no decision had been come to as regards the use to which the structure would be put after the royal visit. This reply was described in the *Daily Press* at the time as an evasion, and it was suggested that the building would not last for more than three months owing to the imminence of the typhoon season. As usual, *The Daily Press* was right.

The result of the "Moi Tai" campaign shows what can be done, even against entrenched apathy, by persistence. It has taken nearly five years since the subject was first discussed in the columns of this paper to reach the present position. Col. Ward's sympathy was soon enlisted, and in response to his written representations, the Labour Party sent a deputation to Mr. Walter Long, who was at that time at the Colonial Office. It was nearly a couple of years later that Mrs. Haslewood came upon the scene and was advised not to waste her time here but to direct her efforts towards the Home Government. When the Secretary of State was being bombarded with questions in the House, a local official inquired what purpose this mode of procedure was expected to serve, to which I replied that it was in the nature of cross-examination and, later, the authorities would be confronted with a case setting forth the conflicting nature of their statements. The prophecy proved correct. Mr. Churchill was ultimately compelled to admit that he was not entirely satisfied with the gist of the questions and answers, and that he was communicating with the Governor thereon. As a result, the system is to be abolished.

When the *Daily Press* pointed out that the restriction of house rents, except as a temporary emergency measure, was calculated to discourage building and thereby, in the long run, to defeat its object, some of its critics professed anxiety to know what tangible acknowledgment of its services it had received from the capitalist class. Up to the present, I am assured, the expected service of plate has not arrived, and it is assumed that it must have miscarried. Again, when this paper spoke its mind over the recent strike its action was deprecatingly described as "good journalism," which, presumably, implies an intelligent anticipation of the direction in which the cat will jump. With the certainty of being accused of some equally discreditable motive, I am now going to put in a word for the ship-owners in the recent strike.

A great deal of capital has been made out of the fact that the owners treated with scant respect the original—I use the word advisedly, for they were very "original"—demands of the Seamen's Union. At first sight, it might be admitted, they would appear to have laid themselves open to censure in this respect, but, from information received from an impartial source, I am of opinion that few, if any, of us would have acted differently in similar circumstances. The letters of the Union, it seems, were not signed by any individual but were merely "chopped" with the "chop" of the Union, and inquiries satisfied the owners that the Union did not represent more than ten per cent of their employees, to whom, as was natural in the circumstances, they addressed themselves direct. When the dispute became acute, the Union grew like a mushroom, and, with our present knowledge of how other classes of workers not directly concerned were induced to leave their employment, it requires no great effort of the imagination to understand how this was achieved. In the absence of any similar experience, the phenomenon could scarcely have been foreseen. Even after the strike had been declared the Colonial Secretary, when appealed to for information, dismissed the dispute as a matter of departmental routine.

Perhaps you may remember that about six months ago it was mentioned in this column that the Hongkong University had hopes of receiving the sum of \$400,000 from Mr. Rockefeller for the purpose of putting the Faculty of Medicine on a sound basis. A statement contradicting the announcement was eagerly published the announcement was next day. Last week, however, Sir William Brunsford told the *Daily Press* at the Degree ceremony that the Rockefeller Foundation had just definitely promised half-a-million dollars for the endowment of full-time Chairs in Medicine and Surgery and there was every reason to look for similar help in the establishment of a full-time Chair of Obstetrics. I was not far wrong, you see. Again, when this paper reported that the proposed merger between the Hongkong Hotel Co. and the Dairy Farm had fallen through doubt was cast upon its accuracy, but it proved a little later to have been well-informed. Now you will understand why they marl.

ROBERTSON RANDOM.

## THE PEAK TRAMWAY ACCIDENT.

FITTER'S FALL FROM BARKER ROAD BRIDGE.

CORONER'S INQUIRY.

As a sequel to the recent accident on the Peak tramway on April 2nd, Mr. J. R. Wood, yesterday, held a Coroner's inquiry into the death of a Chinese fitter who lost his life as the result of the accident.

The jury selected were Messrs. G. L. Chihman (foreman), I. Sigveland and Tse Tsan Tai.

The first witness called was Dr. Esler, Medical Officer in Charge of Victoria Mortuary, who gave evidence as to the examination of the body. The neck, he said, had been broken. The injury might have been caused by a fall. Witness imagined that the deceased fell on his head and right shoulder. There were two scalp wounds, one above the forehead and one on the left side of the head. The breast bone was also broken in two. Death must have been instantaneous.

Sub-Inspector Fox said that at 1.30 p.m. on the 2nd inst. he received a telephone message asking him to go to Barker Road Station. Witness arrived there at 1.45 p.m. The deceased was lying on the left hand side of Plantation road below the bridge. At first witness thought the man was dead, but found that he was still warm, and that the heart was beating feebly. Witness telephoned to No. 6 Station for the ambulance, which arrived at 2.15 p.m. At that time the heart had ceased to beat. The body was removed to hospital. Witness later inspected the track of the Peak tramway. At the spot on the bridge where the deceased was working, the concrete was broken. From above the bridge right down to Barker Road Station there were wheel marks alongside the rail, which showed that one of the wheels had left the rails for that distance. The height of the bridge above the road is 24 feet 6 inches. The deceased fell first on to a mud bank which slopes from the road to the bridge—a distance of 10 feet 6 inches. The deceased then rolled down the slope and to the road.

Mr. Buyers, the Superintendent Engineer of the Peak Tramway, in reply to a question by the Coroner, said that three men were employed on each car—a ticket collector, a brakeman and a look-out coolie.

The look-out coolie of the green car, which left the Peak at 1 p.m. said that as the car descended he noticed three men near the corner of the green car working on the bridge above the road. They were pushing bolts in deeper, on the bridge. Witness was about two-car lengths away when he noticed them first. He called out, but the deceased did not hear. At the second shout deceased still remained at work. Witness then shouted "Fok, run! the car is coming." Two of the fokis got up and ran away, but the deceased still remained at work. Witness became very frightened and pulled the bell. The car then ran into the deceased who fell on his side and the wheel of the car passed over his leg. Witness jumped off the car at the station.

The Coroner: Did you hear the brakeman signal to the engine room to stop the car?

Witness: I do not know. I pulled the bell.

The Coroner (to Mr. Buyers): I understand you have put horns on the cars since the accident.

Mr. Buyers: We put horns on the cars a long time ago. The horn is in the charge of the brakeman. He is supposed to give it to the look-out coolie at the beginning of each journey. The coolies are too lazy to use them. The reason why we have not put two horns on each car is because they would be stolen or broken.

The Coroner: Since the accident you have put on an extra horn.

Witness: Yes.

The brakeman was next called and said that he was standing at the back of the car. Witness heard cries of "Run! Run!" He knew that something was wrong and signalled to the engine room to stop the car. Witness heard the bell pulled and then heard a great noise underneath the car. By this time the car had reached Barker Road where it pulled up.

A fitter employed with the deceased at the time of the accident, said they were chiselling the concrete and could not hear the car coming. Witness later heard cries of "Car coming. Run!" Witness ran to the side. The step of the car struck the deceased. After the car had passed, witness could not see the deceased. He had disappeared. He ran to report the matter to his master.

The Foreman (Mr. Chihman), to another fitter who was also employed with the deceased: In what position was the deceased when the car struck him?—He was squatting with his back towards the car.

The engine driver employed in the engine-room at the Peak said that when the car was within 100 yards of the Barker Road Station, the signal went for the car to stop. As it was usual for the bell to go at this stage he thought it was the usual warning for Barker Road Station. The bell continued to ring and he pulled up the car.

(Continued at foot of next column.)

## BEAUMONT BANKRUPTCY PROCEEDINGS.

DEBTOR CHARGED WITH QUITTING THE COLONY.

Ellis Ackroyd Beaumont, arrived from Shanghai, yesterday morning, under police custody and was brought before Mr. J. R. Wood at the Magistracy, Mr. G. N. Orme, the Official Receiver, appearing to prosecute.

The Magistrate, reading the charge said: The charge against you, Mr. Beaumont, is that within three months before the presentation of a bankruptcy petition against you on the 15th September, 1930, to wit, the 2nd September, 1930, you quit the Colony with intent to defeat the proceedings against you in bankruptcy, contrary to Section 82 (3) of Ordinance 7 of 1891. This charge is brought against you by the Official Receiver. This Court has no power to convict you. All I can do is to take the evidence against you.

Mr. Orme said that he was ready to proceed with the formal evidence at once. He asked the Magistrate to fix a formal remand.

The Magistrate: When do you propose to go on?

Mr. Orme: The formal evidence is simple and may be taken at any time, but there may be other charges to be added. I would like a week's remand to go into this.

The Magistrate: I understand that Mr. Beaumont has come down from Shanghai under the Fugitive Offenders Act.

Mr. Orme: Yes.

Mr. Orme then remarked with regard to the more serious charge that it was alleged that Mr. Beaumont took with him certain monies which should have been available here. It was intended to use this money here for a public purpose. This would be part of the evidence to be brought out under the present charge. It was only necessary for him to put in a receiving order. He understood that the defendant had been carrying on business in Shanghai for some time and that would be also relevant to the charge brought against Beaumont.

The Magistrate: What is the maximum penalty under this charge?

Mr. Orme: Under the present charge the defendant is liable to a term of 12 months and under the more serious one to two years. Mr. Orme added that the liabilities appeared to be not much less than \$200,000 and that the defendant's assets were almost negligible, at the most between three and four thousand dollars.

The Magistrate (to defendant): What do you ask me to do?

Defendant: I might say that I never removed myself from the jurisdiction of the Colony. In the first place I would like to ask for bail and for a short remand.

The defendant added that he fully intended to come down here from Shanghai to clear his name in June or July next, whether Mr. Orme prosecuted or not.

The Magistrate: Have you any friends down here who will sign bonds for you and put up bail?

The defendant: If you will allow me to use the telephone, I could get in touch with one or two gentlemen to sign personal bonds. There is a gentleman at the King Edward Hotel, for instance. The Magistrate then suggested bail at \$5,000.

Defendant: I think that is a little too high.

Mr. Orme: It does not appear too high in proportion to his liabilities.

The Magistrate: I think \$5,000 in two personal bonds would be satisfactory.

Mr. Orme pointed out that even if Mr. Beaumont's intentions were good his liabilities were large and that it was very important to keep the defendant here.

The defendant pointed out that in Shanghai bail had been fixed at \$500.

The Magistrate fixed bail at \$5,000 in personal bonds, the two sureties to be substantial residents of the Colony.

Defendant: All my accounts are very weak in my memory as it is over two years since I left the Colony. I would like a remand for a week. The accounts are all so vague in my mind.

The defendant was then remanded to Wednesday, the 19th inst.

## FORTY-TWO CASES OF PLAGUE.

LAST WEEK'S RETURN OF NOTIFIABLE DISEASES.

No fewer than 42 cases of plague occurred in the Colony during the week ended April 8th. Of these, 35 were located in the City of Victoria. All the patients were Chinese and 18 died.

There were 12 cases of small-pox—all Chinese—and ten were fatal. Two cases of enteric fever were reported and one proved fatal; also one of cerebro-spinal fever. Three Chinese died from influenza.

been applied the cable would have slackened out and the up-coming car would have slipped back about 100 feet until the cable was taut again. The car was not derailed. One wheel had been twisted off the line. This was put back into position with a screw jack after 30 minutes work.

The Coroner: Do you consider anyone is to blame?—No, I think not.

A Juror (Mr. Tse Tsan Tai): We hope that sufficient warning will be given to men on the line in future.

Mr. Buyers: Everything is done for the welfare of our workmen. It pays us to keep our workmen in good condition.

The Coroner, in summing up, said that he thought it was quite clear that this man met his death as the result of the fall from a great height. He did not think that anybody was to blame.

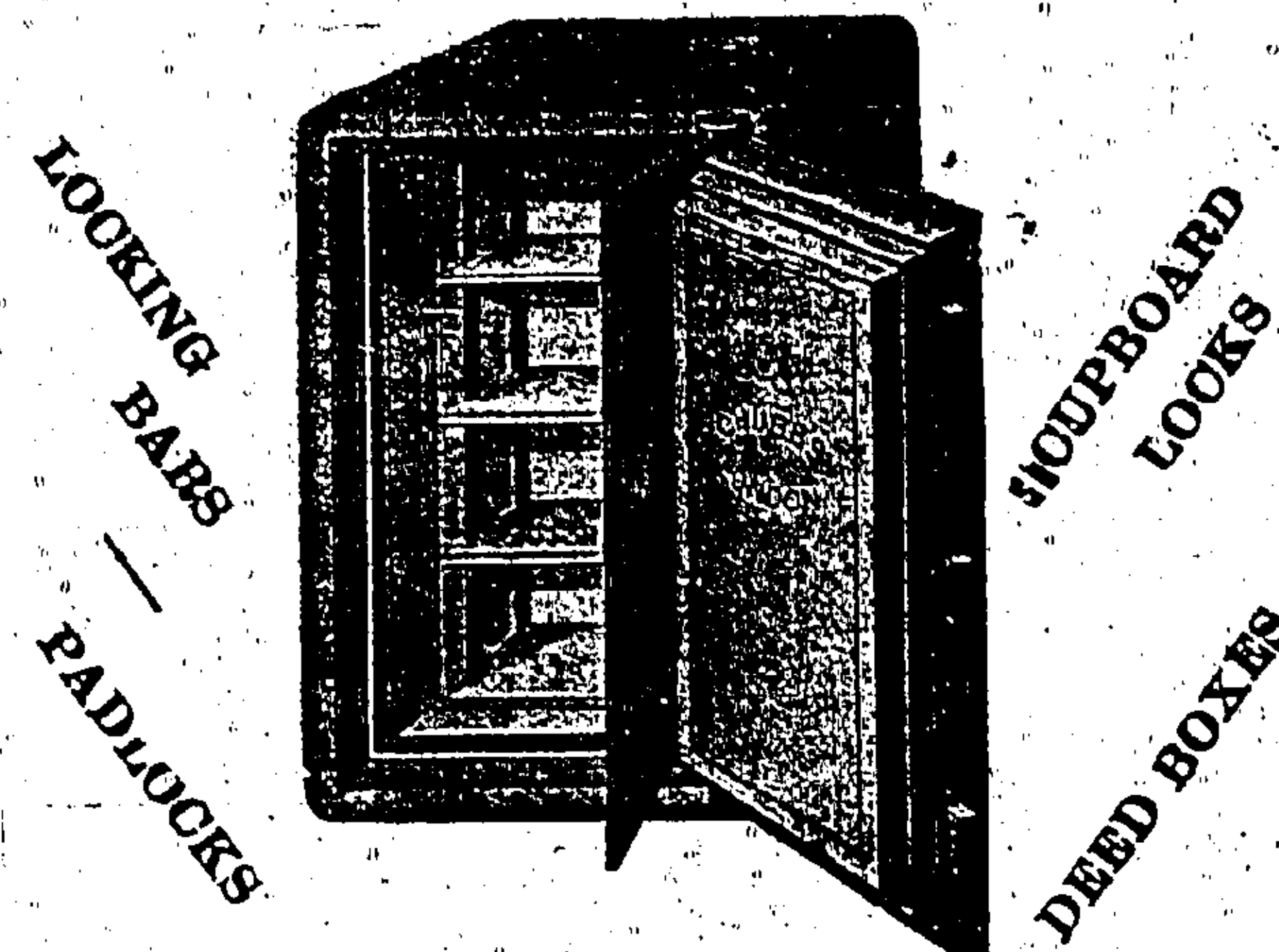
The jury returned a verdict of "accidental death."

## CHUBB'S SAFES

AND

## DETECTOR LOCKS

THE BEST WORLD PRODUCES



## THE KEYS

OF CHUBB'S LOCKS ARE JUST THE RIGHT SIZE

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PATENT.

## UNIVERSAL PACKING

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HONGKONG.

## NEW RECORDS

TEA CUP GIRL

CHO CHO SAN

LEAVE ME WITH A SMILE

HOW MANY TIMES

JUNE MOON

APRIL SHOWERS ETC.

AT

## ANDERSON'S

**Powell**

TELEPHONE 3146

Just Arrived

## "PHOENIX"

SILK SOCKS.

"Phoenix" stands for all that is best in Gentlemen's Hosiery, the wearer being assured of the best possible value. They have re-inforced TOES, HEELS and FEET.

ALL SIZES — ALL COLOURS

CASHMERE in Black, White and a large variety of colours and designs.



## NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB  
REGATTA

IN connection with the Yacht Races at the Victoria Regatta on SATURDAY the 15th and MONDAY the 17th inst., it should be noted by Sailing Members of the Royal Hongkong Yacht Club that all racing boats of the club have been entered for the various events, handicaps to be the same as those obtaining at Repulse Bay on the 15th inst. There will be no race for Chinese and English Regatta Cruisers, but the Committee will be glad if Yachts of these classes will attend the Regatta and dress ship outside the starting line, in a position which will be marked by a marked boat flying a flag with letter "P". [837]

CONSTITUTIONAL REFORM  
ASSOCIATION OF HONGKONG.

THE FIFTH ANNUAL GENERAL MEETING of the Constitutional Reform Association of Hongkong will be held in the old Chamber of Commerce Room, City Hall, on FRIDAY, 21st day of April, 1922, at 5.15 p.m., for the following purposes—  
(1) To receive the Report of the Committee and Statement of Accounts to 31st December 1921.  
(2) To elect the Officers and Committee for the ensuing year.  
(3) To transact any other business.  
By Order of the Committee,  
R. STOCK,  
Hon. Secretary.  
Hongkong, April 12th, 1922. [838]

SOCIETY OF ST. GEORGE,  
HONGKONG.

THE ANNUAL GENERAL MEETING of the Society will be held in the City Hall on FRIDAY, 21st day of April, 1922, at 5.30 p.m. For the following purposes—  
(a) To receive the Report of the Committee and Statement of Accounts for the past year.  
(b) To elect the Officers and Committee for the ensuing year.  
(c) To consider the manner in which St. George's Day shall be celebrated.  
(d) To transact any other business of which due notice has been given.  
All Members are requested to attend.  
JOHN TRAYNER,  
Hon. Secretary.  
Hongkong, 13th April, 1922. [834]

WEST POINT BUILDING CO., LTD.  
(In Liquidation)

NOTICE IS HEREBY GIVEN that there will be a MEETING of the Company for the purpose of receiving a report from the Liquidator of the liquidation of the Company on SATURDAY, the 15th of May, 1922, at the offices of the Hongkong Land Investment & Agency Co., Ltd., No. 5 Queen's Road Central, Hongkong, at 12 o'clock noon.  
Dated this 13th day of April, 1922.  
H. PERCY SMITH, F.C.A.,  
Liquidator. [834]

IN THE SUPREME COURT OF  
HONGKONG.

## PROBATE JURISDICTION.

## ACTION No. 2 of 1922.

BETWEEN LAU TSE TSAU, LAU TANG SHI, LAU SHE SHI, LAU YU SHI and LAU LI SHI, Plaintiffs,  
and  
LAU SHIU CHUEN, Defendant.

By order of the Supreme Court of Hongkong and Under the direction of the Registrar, Supreme Court.

MESSRS. LAMBERT BROTHERS, have received instructions to sell by PUBLIC AUCTION on TUESDAY, the 18th day of April, 1922, at 2 o'clock p.m.

All the right title and interest of the above-named defendant LAU SHIU CHUEN alias LAU WAI CHUN or (CHAN) of and in the following PROPERTIES situate in the Colony of Hongkong—

No. 402 & 404, Des Vaux Road West and Nos. 397A & 397B, Queen's Road West, Victoria.

Being Inland Lot No. 1743.  
No. 37, Bonham Strand, Victoria, being Sub-section 2 of Section B of Marine Lot No. 4.

The above first named property is sold subject to all existing mortgages and charges. Particulars and conditions of sale can be obtained from

Messrs. DENNIS & BOWLEY,  
No. 6, Des Vaux Road Central, Hongkong,  
or from Messrs. LAMBERT BROTHERS, The Auctioneers.  
Hongkong, 23rd March, 1922. [844]

VEREENIGDE NEDERLANDSCHE  
Scheepvaart-Maatschappij  
(United Netherlands Navigation Co.)HOLLAND-OOST AZIE LIJN  
(Holland-East Asia Line).

## NOTICE TO CONSIGNEES.

FROM AMSTERDAM, HAMBURG, BREMEN, GENOA AND LISBON

## THE Steamer

## "OSTERK"

Having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or from Godowns to the wharves and/or from the wharves to the Godowns, delivery may be obtained.

Goods not cleared by the 17th April will be subject to rent.  
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on the 18th April at 10 A.M. by Messrs. Goldard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer; otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.  
Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.  
Hongkong, 11th April, 1922. [832]

## NEW ADVERTISEMENTS

HONGKONG HOTEL CO., LTD.  
NOTICE.

DURING the absence of the undersigned, and until further notice, Mr. ARTHUR VICTOR is appointed Acting Secretary.  
By Order of the Board,  
H. N. BEAUREPAIRE,  
Secretary.  
[841]

## NOTICE.

NATIONAL LOANS OF THE THIRD YEAR OF THE REPUBLIC (1914) AND OF THE FOURTH YEAR OF THE REPUBLIC (1915)

WITH reference to the Notice issued to the Press by the undersigned under date 23rd March, 1922, in which was published a list of the schedule numbers of those \$10,000 Bonds and \$1,000 Bonds of the above Loans for the interest and redemption of which the Inspector General of Customs is responsible, the public is hereby notified that, owing to an error on the part of the Ministry of Finance, three numbers were omitted from that list, namely—  
4TH YEAR LOAN: \$1,000 BONDS: NOS. 2231, 2232, 2233,  
and that these three Bonds are redeemable, and interest coupons which they bear payable, from the funds under the administration of the Inspector General of Customs.  
F. A. AGLEN,  
Inspector General of Customs,  
Filing, 5th April, 1922. [836]

IN THE SUPREME COURT OF  
HONGKONG.

## PROBATE JURISDICTION.

## ACTION No. 10 of 1922.

IN THE GOODS OF LEUNG KUN alias LEUNG PING KUN alias LEUNG YUET WA late of No. 26, Praya East Victoria in the Colony of Hongkong Lime Manufacturer deceased.  
Between LAM LEUNG SHI alias LEUNG CHI NGOI Plaintiff  
and  
LEUNG WA HANG and LEUNG LUNG WA Defendants.

NOTICE IS HEREBY GIVEN that on the 11th day of April, 1922, Mr. JOHN HENNESSEY SETH of Victoria in the Colony of Hongkong Accountant was appointed administrator pendente lite of the estate and effects of LEUNG KUN alias LEUNG PING NUN alias LEUNG YUET WA late of No. 26, Praya East, Victoria, in the Colony of Hongkong Lime Manufacturer deceased, the owner of the Wai San firm, and that no person except the said JOHN HENNESSEY SETH or persons authorised by him is empowered to sell or otherwise to deal with any part of the assets of the said deceased or the said firm including the lime made in the Wai San Factory in Ping Chan.

Dated this 12th day of April, 1922.  
GEO. K. HALL BRUTON & CO.,  
Solicitors for the Plaintiff. [840]

## ROYAL HONGKONG GOLF CLUB.

THE Notice with regard to non-engagement of caddies at Fanning is hereby withdrawn and caddies may now be engaged under the following terms—

1. No payments in cash to caddies. Caddie chits handed to caddies to be presented weekly to the Superintendent who will cash them in H.K. currency.  
2. The Club to arrange a place with water laid on where caddies can eat the food provided by their own people. Hawkers not allowed.  
3. Rates of pay: (a) 9 holes or part of 9 holes on New Course, 10 cents.  
(b) 18 holes on Course, 15 cents.  
(c) 18 holes or part of 18 holes on Old Course—15 cents.

All engagements according to above scale. "Whole day" engagements are cancelled. Payments on this scale cover tiffin and cleaning of clubs.

Existing arrangements for monthly caddies are unaffected. Note—As it is not anticipated that the caddies will all return immediately, Members are recommended wherever possible to make independent arrangements during the Easter holidays.

The Railway is making special temporary arrangements with regard to cheap fares for Members' caddies from Hongkong. Particulars will be obtainable after noon to-day at the office of Messrs. PERCY SMITH, SETH & HEMING. [843]

## COLUMBIA PACIFIC SHIPPING CO.

## FROM PORTLAND, ORE. AND JAPAN PORTS.

## THE Steamer.

## "VINITA"

(Operated for a/c of U.S. Shipping Board) having arrived from above ports, CONSIGNEES are requested to present their Bills of Lading in exchange for Delivery Orders and take immediate delivery from alongside steamer. All cargo not taken delivery of from steamer by 13th April, 1922 will be landed into the Godowns and/or non-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at consignee's risk, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined at the Godowns on Tuesday 18th April at 10 a.m.

No claims will be admitted after the goods have left the Steamer or Godowns, and all goods remaining undelivered after Wednesday 18th April 1922 will be subject to rent and any additional Coolie hire incurred.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd April, or they will not be recognized.

No Fire insurance whatever will be effected. ARNHOLD BROTHERS & CO., LTD., Agents.  
Hongkong, 12th April, 1922. [842]

## NEW ADVERTISEMENTS

## H. K. V. D. C. RIFLE MEETING.

THE MEETING advertised for 15th, 16th and 17th April is unavoidably postponed. Entrance fees will be returned immediately.  
H. ORRICK,  
Hon. Secretary. [835]

A. S. WATSON & CO., LTD.  
NOTICE.

ON GOOD FRIDAY, the 14th Instant, and on EASTER MONDAY, the 17th Instant, all departments will be CLOSED.  
ON THURSDAY, the 15th Instant, all departments will be open as usual.  
Hongkong, 13th April, 1922. [833]

## BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1918, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 14th, 15th and 17th Instant.  
Hongkong, 10th April, 1922. [811]

## IMPORTS AND EXPORTS OFFICE.

## EASTERN HOLIDAYS.

THIS Office will be entirely CLOSED on GOOD FRIDAY, the 14th April. It will be opened for all purposes till 12 Noon on SATURDAY, the 15th and MONDAY, the 17th April. Licensed Warehouses will be entirely CLOSED on those dates.  
N. L. SMITH,  
Superintendent,  
Imports and Exports  
Hongkong, 10th April, 1922. [812]

## HONGKONG TRAMWAY CO., LTD.

## (INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the Hongkong Tramway Company Limited, will be held at the Offices of Messrs. Jardine Matheson & Company Limited, Pedder Street, Hongkong, on THURSDAY, the 13th day of April, 1922, at 12 o'clock noon, to transact the ordinary business of the Company.  
By Order of the Board,  
W. E. ROBERTS,  
Secretary.  
Hongkong, 3rd February, 1922. [777]

## VICTORIA RECREATION CLUB.

## ANNUAL REGATTA.

THE VICTORIA REGATTA will be held under the auspices of the Victoria Recreation Club, at Black Boulder Point on SATURDAY, the 15th inst., and on MONDAY, the 17th inst., commencing at 2 p.m. on SATURDAY and 11 a.m. on MONDAY.

Launches to convey spectators and competitors will leave Murray Pier at every half-hour from 1.30 p.m. on SATURDAY and from 10.30 a.m. on MONDAY.

The public are cordially invited. Tiffin tickets for MONDAY can be booked at the VICTORIA RECREATION CLUB, up to not later than SATURDAY, the 15th inst. [809]

HONGKONG GENERAL CHAMBER  
OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on THURSDAY, April 20th 1922, at 4 o'clock precisely, in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, for the following purposes—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1921.  
2. To elect a new Committee.  
3. To transact any General Business.  
By Order,  
D. K. BLAIR,  
Secretary.  
Hongkong, 8th April, 1922. [784]

THE HONGKONG ELECTRIC  
CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Building, on SATURDAY, 22nd April, 1922, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February 1922, and electing Directors and Auditor. The Transfer Books of the Company will be CLOSED from the 15th to the 22nd April, 1922, both days inclusive.

By order of the Board of Directors,  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.  
Hongkong, 5th April, 1922. [784]

## NOTICE.

OWING to the increasing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from APRIL 15th, 1922, on the following descriptions of casual advertisements, namely—

Government Notifications.  
Municipal Notifications.  
Official Notifications.  
Legal Notices.  
Company Notifications.  
Association, Club and Society Notices.

This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.  
HONGKONG DAILY PRESS.

TO SECRETARIES OF CLUBS AND  
OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised column at the prevailing rates.

## INTIMATION

## CHAMPAGNE

## de ST. MARCEAUX &amp; CO.

## REIMS.

## Vintage 1911.

## (Guaranteed)

The finest vintage wine since

1894.

## Champagne de St. Marceaux

& Co., Reims, is one of the

finest Champagnes produced.

It invariably figures in the Menus at

Royal Banquets, State functions

Regimental Dinners; and is served in

all the leading Social and Sporting

Clubs of Great Britain, Europe

America, India and the Colonies.

## SOLE AGENTS:—

A. S. WATSON &  
CO. LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

TELEPHONE 616.

## BIRTH.

PITTSBURGH.—At Craigmuir West, 161, The Peak, on the 10th inst., to Mr. and Mrs. W. McKENZIE PITTSBURGH, a daughter. [807]

HONGKONG OFFICE: 10A, DES VAUX RD., C. LONDON OFFICE: 121, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, APRIL 13TH, 1922.

## WEIHAIWEI AND TSINGTAO.

THE future administration of Weihaiwei and of Tsingtao is a matter in which many foreign residents in the Far East have an intimate concern, for apart from the fact that there are foreigners more or less permanently residing in both places, they have been developed into attractive summer resorts under their separate foreign administrations during the past twenty-four years.

Hundreds of people resident in the treaty ports of South China, Hongkong and other places nearer to the tropics have been accustomed to spend some portion of the summer there to escape the torrid heat of their usual abodes. And now that these places are to be handed back to China, it becomes of importance to know whether their amenities are likely to suffer by the change. A great deal, of course, will depend on the character of the municipal administration which replaces the existing government. We observe that, in the case of Weihaiwei, Mr. (now Sir) ARTHUR BALFOUR asked that provision should be made for "the adequate representation of foreign interests, in municipal affairs," but we also notice that a resident of Weihaiwei, writing on the question expects that when the "great exodus" of foreigners takes place the civilian householders who will remain will not exceed six in number, and he naturally wonders what in the circumstances will be considered "adequate representation of foreign interests in municipal affairs." This "great exodus" of civilians is expected apparently because it is taken for granted that, with the restoration of Weihaiwei to China, the place will cease to be a free port, and the trade which has been built up under the British flag and the freedom of the port will largely disappear as a consequence. Again, an inquiry is made as to whence will come the funds for a "municipality" to maintain necessary public services in accordance with foreign ideas and foreign standards, seeing that the annual subsidy from the British taxpayer to maintain the local administration has amounted, on an average, to £10,000.

These are matters concerning which some definite information may be forthcoming when the proposed Anglo-Chinese Commission is appointed to discuss and determine the future arrangements. So far there is no official announcement that any of the suggested conditions for the restoration of Weihaiwei have been accepted by the Chinese Government, and before anything definite on that subject is announced we shall probably have to await the settlement of the arrangements for the future administration of the territory of Kiaochow. The undertaking is to restore Weihaiwei to the complete sovereignty of China under "like suitable conditions" to those under which Japan undertakes to hand back to China the rest of the province of Shantung. The Chinese Government has given a written pledge that the entire area of the former German leased territory of Kiaochow will be opened to foreign trade and that foreigners will be freely permitted to reside and to carry on commerce, industry and other lawful pursuits within such area; also that the vested rights lawfully and equitably acquired by foreign nationals in such area whether under the German regime or during the Japanese military occupation will be respected. There is no mention in the Treaty beyond this regarding "the precise status of the port," nor is anything said about "adequate representation of foreign interests in municipal affairs," and inasmuch as the restoration of Weihaiwei is to be on "like suitable conditions" to those on which Tsingtao is returned, it is not without interest to note that the Chinese residents of Tsingtao are petitioning the Peking Government for the grant of municipal self-government. A question which suggests itself at once is: What do the Chinese know of such municipal government as has made Tsingtao the fine city it is to-day? Even the Japanese have a great deal yet to learn about municipal administration, as anyone who remembers the trim, well-kept condition of the old foreign settlements in Japan and makes the contrast in his mind with the deplorable state of those settlements to-day readily perceives. The Chinese of Tsingtao say in their petition: "Tsingtao was formerly a barren, wild place. Thanks to the efforts of the Germans, and their investments and those which the Japanese have added, this spot has become a flourishing city and is now only second to Shanghai and Tientsin. If its administration is sound there will be no limit to its progress." It is a big "if" because, as yet, the Chinese have given no satisfactory proof anywhere of capacity for administering a municipality according to the standards maintained in the Treaty Ports of China and hitherto maintained at Tsingtao and Weihaiwei. What the Chinese of Tsingtao fear is that the Government will station troops in the city; and the petition says there is nothing that a peaceful, industrious Chinese community fears more, for "troops mean insecurity and danger." That is why they seek to keep the municipality free of governmental control. Tsingtao and Weihaiwei will certainly not retain the reputation they both now enjoy among foreign residents as summer resorts, unless the existing standards of administration are fully maintained, and we can but hope that, for the credit of China, as well as in the interests of all the Chinese who have made their homes there during the past twenty years, that a determined effort will be made to preserve the amenities of these places as well as to develop their commercial potentialities.

After what has been already said it seems highly improbable that the transfer of Weihaiwei will be made before the end of the coming summer at the earliest, for many matters have yet to be discussed with the Chinese Government. British subjects who have interests in Weihaiwei are petitioning the Imperial Government with a view to securing compensation on an equitable basis for the financial losses which they consider they will inevitably incur by the restoration of the territory to China. We do not imagine that the Chinese Government would hesitate to pay compensation if it can be clearly shown that substantial injury results to private British interests from the rendition of the territory, but such cases will necessarily be submitted to the closest scrutiny by the Anglo-Chinese Commission which it is proposed to appoint for the purpose of arranging the details of the transfer. These details embrace arrangements satisfactory to His Majesty's Government, and to China as to the use of Weihaiwei by His Majesty's ships during the summer, as heretofore, without restrictions on the landing, storing and shipping of goods required for Naval use or duties thereon; arrangements for retaining properties required for the above purposes. His Majesty's Government, Mr. BALFOUR indicated, would also wish to discuss points in connection with Naval training and matters affecting the safeguarding of foreign property rights as well as provision for the adequate representation of foreign interests in municipal affairs. It was further indicated that His Majesty's Government might also possibly desire some intimation of willingness on the part of China to link up Weihaiwei with the hinterland. These and other similar matters, such as the precise status of the port, would naturally have to be adjusted by mutual consent. Hence it was suggested that very possibly the most convenient method might be to establish an Anglo-Chinese Commission in order to study the question locally and to make the necessary recommendations to the two Governments. So far, as we have already said, there is no word that the Chinese Government has formally signified its assent to any of these arrangements.

It is announced that the H.K.V.D.C. rifle meeting is unavoidably postponed.

Mr. E. A. Beaumont arrived in Hongkong from Shanghai yesterday by the *Taiwan*.

The issue of the *Weekly Press*, containing the report of the Prince's visit is entirely sold out.

Some excellent photographs of incidents during the Prince of Wales' visit to the Colony have been taken by Messrs. A. Task & Co.

The notice of sailing members of the Victoria Recreation Club is directed to an advertisement to-day in connection with the forthcoming regatta.

The Des Vaux property auction by Messrs. Lammett Bros., which was to have taken place yesterday has been postponed until Tuesday the 18th inst.

The total output of the Kailan Mining Administration's mines for the week ending March 25th amounted to 93,931 tons and the sales during the period, to 69,005 tons.

On Easter Sunday at 4 p.m. a sermon will be preached in the Rhenish Mission Church by the Rev. Dr. T. W. Pearce, LL.D., on "Shall I rise from the dead?"—ADVT.

The Hongkong, Canton and Macao Steamboat Co. advertises excursions to Macao on Easter Sunday and Monday, when the s.s. *Sui An* will leave Hongkong at 9 a.m. and Macao at 5 p.m.

It will be noticed from to-day's advertisements that the annual meetings of the Constitutional Reform Association and the Society of St. George are both called for Friday evening, April 21st, at the City Hall.

Among the departures for home this week have been Mr. G. A. Stewart (manager of Messrs. Butterfield & Swire's Amoy branch), and Mrs. Stewart, Mrs. Owen Hughes, and Mr. and Mrs. G. F. Nightingale.

Stainer's "Crucifixion" with selections from "The Messiah" will be given at St. Peter's Church, West Point, on Good Friday night at 9.15 p.m. by a Choir of 50 voices. All are cordially invited. No reserved seats can be guaranteed after 9.10 p.m.—ADVT.

There will be no Service in the Rhenish Mission Church on Good Friday afternoon, but on Good Friday evening at 7.30. A Lantern Lecture will be given by the Registrar of the University of Hongkong on the Story of Good Friday, to which the public are cordially invited.—ADVT.

A member of the staff of the Hongkong and Shanghai Bank—Mr. F. J. Ribeiro—who died at the age of 35 and had several years' service to his credit with the Bank—was buried yesterday, amongst those who sent wreaths were the Hon. Mr. A. G. Stephen, Mr. A. H. Barlow, and the local staff of the Bank.

Hongkong is described as "an island of palaces," in an account given by Mr. Sydney Greenbie, an American, of extensive voyages and prolonged wanderings in Pacific lands, the records of which have been embodied in a book under the title of "The Pacific Triangle." Manila is a city "where one can throw a brick and hit seven cathedrals."

It is expected that the Regent of Japan (the Crown Prince) will confer a generalship upon the Prince of Wales, on the day of his entry into Tokyo. On the morning of April 15th, when a grand military review is to be held on the Yofuji parade ground, the Prince of Wales will, it is reported, attend the review in the uniform of a General in company with the Crown Prince Regent in Japan.

The question whether a minor can be sued for money lent under a promissory note was raised by a case mentioned in the Summary Court, yesterday morning. As Mr. Justice Gompertz is going on leave on April 30th, and the witnesses were not all ready, His Honour adjourned the case in order that it should be heard by his successor. Mr. W. B. Hind and Mr. Leo Longino were the solicitors for the parties.

The Hongkong Civil Service List for 1922 has just been published. Among the new items of information it contains we notice that the pension on which Mr. Clitham, late Director of Public Works, retired is £1,017 10s. a year. In respect of his service as Colonial Secretary in Hongkong, Sir J. H. Lockhart receives from the Colony a pension of £728 a year. Mr. Adam Gibson, late Colonial Veterinary Surgeon who retired on December 30th, 1920, gets a pension of £300 13s. 4d.



## CABLES

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

## RUSSIAN RECONSTRUCTION SCHEME.

## DISARMAMENT PROPOSED.

Genoa, April 11th.  
The outline of the Russian Delegation's reconstruction scheme has been published. Russia will recognise the debts of the old regime, but as she is unable to pay, considers a moratorium is necessary. A new juridical code will be presented to the Conference providing guarantees for foreign capital and property rights in Russia. While adhering to State ownership Russia will grant concessions in mines, factories and agriculture. Special Tribunals are to be appointed to deal with disputes between Russia and foreigners. The State is to retain the monopoly of fuels and raw materials. The plan also provides for disarmament provided the neighbouring and other States reciprocate.

## CHURCH MISSIONARY SOCIETY.

## DOCTRINAL CONTROVERSY.

London, April 11th.  
The fact that the doctrinal controversy in the General Committee of the Church Missionary Society originated in representations from China has occasioned much surprise.

The Morning Post refers to the concern of the Church there, owing to the radical views which were held in the missionary body in China and which led to the formation of the Bible Union of China in an endeavour to uphold the authority of the Bible. The paper mentions how the latter body has grown, and says the General Committee of the China Missionary Society will further consider on July 12th, the subject of the Union's request that only missionaries be selected who are sound in evangelical faith.

Mr. Percival Yett, when lecturing before the Royal Asiatic Society, said it was the custom to say that Buddhism is decadent, but it is really far from moribund. He declared its influence is very great in Japan and vital in China, and he thought the influence of Christianity had been very small on Buddhism.

Doctor Thomas in presiding spoke of the wonderful achievements of Buddhism and the wonderful psychical developments which it led.

## IRISH SITUATION EASIER.

## LEADERS TO CONFER.

London, April 10th.  
The ominous rumours concerning immediate possibilities of further troubles in Ireland are somewhat relieved by the news that Messrs. Collins, Griffith, De Valera and Cathal Brugha are to meet in Dublin to-day to consider proposals for a truce or settlement.

## GERMAN REPARATIONS.

## DECISION END OF MAY.

Paris, April 10th.  
In connection with the German reply to the Reparations Note mentioned on April 10th, it is semi-officially announced that the Reparations Commission will wait till 21st May before formally noting the German default.

## TRADE REVIVAL.

## BOARD OF TRADE RETURNS.

London, April 11th.  
A revival in trade is indicated by the Board of Trade returns for March showing exports £24,000,000 and imports £27,000,000 compared with February, when exports amounted to £28,000,000, and imports to £28,000,000, a considerable increase is shown.

## COTTON WAGE DISPUTE.

## NEARER TO SETTLEMENT.

Considerable progress has been made towards a settlement of the cotton wage dispute. It is unofficially stated that the employers have reduced their demand for reduction to four shillings for sixpence in the pound, and the operatives have offered to accept a reduction of two shillings and sixpence.

## THE DAVIS CUP.

## AUSTRALASIAN COMPETITORS.

Sydney, April 11th.  
Australian Davis cup competitors will be Patterson, Anderson, O'Hara, Wood, and Hawkes.

## EARLIER CABLES.

## AMERICA'S TARIFF BILL.

## FIGHT PROCEEDING.

Washington, April 12th.  
The Senate Finance Committee presented to the Upper House a tariff bill providing for the valuation of goods on their foreign basis with provisions for flexible rates. It is estimated that the measure will raise from \$200,000,000 to \$350,000,000 while the House of Representatives bill authorising American valuation of goods throughout would raise \$300,000,000. A long fight is predicted between the difference between the two houses are settled.

## LATEST CABLES.

## GENOA CONFERENCE.

## PLANNING THE WORK.

Genoa, April 11th.  
The Finance Commission has adopted the proposals of Sir Robert Horne to proceed on the basis of the results of work carried out at a recent meeting of the Allied experts in London. Also to appoint a sub-committee to examine problems and propose solutions. The sub-committee will consist of representatives of the five convening Powers, Germany, Russia, Holland, Czechoslovakia, Denmark and Sweden.

## SUB-COMMITTEE APPOINTED.

The conclusion of the first days practical business was marked by expressions of satisfaction on the part of the participants and the squabbles of number one commission have been succeeded by a friendly atmosphere at its subsequent meeting. Its drafting sub-committee, whose constitution caused trouble in the Commission's debates over the sub-committee which promises to replace the supreme council as the arbiter of Europe's destinies, numbers eleven: M. Schanzer, Chairman; Mr. Lloyd George, Great Britain; M. Barthou, France; M. Theunis, Belgium; Senor Ishii, Japan; M. Wirth, Germany; M. Chicherin, Russia; M. Mosta, Switzerland; M. Branning, Sweden; M. Brantland, Norway and M. Skirum, Poland.

## GERMANY OPTIMISTIC.

Berlin, April 11th.  
Germany's scepticism as regards the Genoa Conference has been succeeded by buoyant optimism which is reflected in the improvement in exchange. The German correspondents at Genoa declare that Mr. Lloyd George assumed the leadership of the conference and skillfully alienated the Russians from the French, who suffered a moral defeat similar to that at Washington.

## EARLIER CABLES.

## MORE LIVELY CONTROVERSY.

Genoa, April 11th.  
Mr. Chicherin was responsible for a lively period in the meeting of the principal commission, so-called No. 1, dealing with the establishment of peace in Europe, firstly by warmly joining issue with M. Barthou regarding the number of delegates of each country represented on the commission.

M. Chicherin retorted that he did not care about the other powers wanting one, adding: "I want two."

Later the Russian delegate protested against the presence of Rumania because she occupied a portion of Siberia.

Signor Brattiano replied that Bessarabia had merely rejoined her motherland.

Baron Ishii provoked laughter by rejoicing that "Japan is here and stays here whether M. Chicherin likes it or not."

Signor Facia's tact restored harmony and the Russian objections were subsequently ruled out.

## DOMINIONS' RIGHT TO VOTE.

The Dominions were at first not put on the list for voting on commissions, but Sir Joseph Cook (Australia) and Mr. Walton (South Africa) strongly protested and insisted on the right to vote which was conceded.

## COMMISSIONS SITTING.

Five commissions are sitting to-day, each of 42 members. The most important is the No. 1, presided over by Signor Schanzer. Dealing with all the questions not financial and economic it has the task of practically applying the Cannes resolutions and considering the establishment of peace in Europe as a preliminary to holding a disarmament conference. Consequently Russia bulks very largely in the discussions.

Mr. Lloyd George and Sir Philip Lloyd George are the British members of the Commission, to which it is understood Britain will submit a definite scheme regarding Russia.

Lord Birkenhead is expected to replace Lord Curzon who is still indisposed and unable to leave England.

## DUTCH MEAT TRADE.

## DUTY ON FOREIGN MEAT.

The Hague, April 11th.  
The Government has introduced a bill imposing a customs duty on foreign meat of 10 per cent. on the average price of Dutch meat. The intention is to end the advantage hitherto enjoyed by imported meat over Dutch meat.

## AEROPLANE WRECKED.

## EXPLODER ESCAPES.

CLEVELAND, OHIO, April 11th.  
The explorer Amundsen started from New York to Cleveland in a metal monoplane en route for Seattle whence he departs to the Arctic on June 1st. The monoplane crashed and was wrecked at Meola in Pennsylvania. Nobody was injured.

## INTEREST IN CHINA'S LOAN FROM VICKERS.

## ENDEAVOUR TO SECURE PAYMENT.

London, April 11th.  
In the House of Commons, in answer to questions, Mr. Cecil Harcourt, Under Secretary for Foreign Affairs, stated that the British Minister at Peking was endeavouring to secure payment of interest on the Vickers loan.

## FLOODS AT DVINSK.

## BIG CASUALTY LIST.

Paris, April 11th.  
A message from Biga states that 200 people are reported to have drowned at Dvinsk which was inundated on account of the breaking up of the ice blocking the Dvina. The impediment was finally removed by gunfire.

## [THROUGH REUTER'S AGENCY.]

## THE PRINCE OF WALES.

## H.R.H.'S VISIT TO JAPAN.

## Tokyo, April 11th.

Preparations are completed for the reception of the Prince of Wales to-morrow. All are anxiously watching the weather, which this morning is dull and heavy. Only bright skies are required to perfect the magnificence of the naval, aerial and civic welcome awaiting the Prince.

Unless the unforeseen happens, the *Renown* and *Durban*, with the Japanese escort, are expected to make port at 8 o'clock in the morning.

The *Renown* is moored at No. 10 buoy 30 minutes later.

The first welcome will be extended by six ships of the First Squadron (Admiral Tachibana), torpedo-boats and submarines, which will fire a salute of 21 guns as the *Renown* approaches her moorings.

The aerial salute will be made by four formations of 18 aircraft flown by Japanese naval pilots and members of the British Aviation Mission, under the command of Captain Dimpell, after which an exhibition of 12 aerobics will be given in honor of the visitor.

As soon as the *Renown* anchors, Prince Higashi-Fushimi and members of the Reception Committee, Sir Charles Eliot, K.C.M.G., and members of the British Embassy staff, Governor Kanagawa, Mayor of Yokohama and others will proceed on board and formally welcome the Prince.

The Prince of Wales left the *Renown* at 9.30 for the pier, where will be assembled several thousand persons representing Japanese officials, prominent citizens, the Consular Body, British and British Indian residents, ex-Servicemen and other foreign residents.

After landing and inspecting the naval and military guards of honor, the Prince will be formally welcomed by the Governor and Mayor, Consul-General Holmes, Mr. L. Pollard (Chairman of the British Association), and Mr. Marzani (representing the British Indians). The two latter gentlemen will read addresses, and bouquets will be offered by the Misses Holmes and Inouye, daughters of the Consul-General and Governor, respectively, after which the Prince will entrain for Tokyo.—*Pacific Service*.

## [BRITISH WIRELESS SERVICE.]

## PROGRESS OF THE "RENEWAL."

The following message from the Onexaki Radio Station to the Prince of Wales on board H.M.S. *Renown* has been intercepted:—

"The *Manchu Nishi-Nishi Shimbun*, Dairen, desires to congratulate and welcome your Royal Highness on your arrival in Japan. Your Royal Highness's visit will bring Anglo-Japanese relations much closer. We hope that you will enjoy much pleasure and happiness during your stay.—T. Murano, President."

Sir Herbert Russell, Reuter's Special Correspondent on board the *Renown*, sends the following radio message:—

"The squadron made a brave passage pushing through the billows in a smother of spray passing the French cruiser *Montcalm*, which fired a salute to the British and Japanese ships, the *Taisei* and *Durban* returning the salute.

"The weather this morning is dull and inclined to rain. The sea is smooth and shrouded to the narrow horizon. All are well."

## FLOWER FAVOURS.

## Tokyo, April 12th.

The ladies of Tokyo who belong to the Flower-day Society (Hanabishi-kai) are intending to celebrate the Prince's arrival in Tokyo by the sale of 250,000 *boutonnieres* in the streets of the capital in aid of local charities.

The favours to be sold consist of the flags of the two countries, surmounted by the English rose and the Japanese cherry blossom.

As they are likely to find a ready sale, their wide distribution must lead to the gala appearance of the city.—*Pacific Service*.

## THE BRITISH PRESS AND JAPAN.

## London, April 11th.

Admiration of the friendliest sentiments entertained by Great Britain for Japan is voiced by the *Daily Telegraph* in a leader on the occasion of H.R.H. the Prince of Wales landing at Yokohama. The *Times* similarly professes friendship for Japan and deep interest in Japan's ship and deep interest in Japan's ship and deep interest in Japan's ship.

The intention is to end the advantage hitherto enjoyed by imported meat over Dutch meat.

## AMERICA'S NAVAL REDUCTIONS.

## SECRETARY HUGHES STILL OBJECTS.

Washington, April 10th.  
Mr. Hughes, writing to a member of the House of Representatives, declared that the reduction in the naval personnel to 67,000 proposed in the naval bill as reported by the committee would reduce the American navy below the ratio established by the armament conference and would prove very injurious to America.

## INTERNATIONAL CO-OPERATION.

## RUSSIA CAN CLAIM MEMBERSHIP.

Milan, April 11th.  
At a Conference of the International Co-operative Alliance the British secretary stated that the Russian co-operative movement was growing to such an extent that Russia could claim membership of the alliance in the common interest.

## INDIAN AGITATOR JAILED.

## Bombay, April 11th.

Dr. Mahmud, secretary of the Central Khilafat Committee, has been sentenced to three months' simple imprisonment.

## BANQUE INDUSTRIELLE DE CHINE.

## SCHEME OF RE-ORGANISATION PUT BEFORE DEPOSITORS.

Local creditors and depositors in the Banque Industrielle de Chine met at the City Hall, last evening, Mr. G. P. Lamont presiding. Mons. Montargis, the local manager of the Bank and Mr. M. H. Turner, solicitor, were among those present. The advertised object of the meeting was to consider certain tentative proposals of the French Judicial Administrator, Mons. Benoit. The scheme was based upon an arrangement with the creditors and on France's share of the Boxer indemnity. It implied:—

(a) The addition, to the assets of the Banque, of the proceeds of the Boxer indemnity, viz., France 380,000,000.

(b) The collection of the uncollected part of the capital of the Bank, viz., France 48,500,000.

(c) The immediate repayment of the purely banking debts such as telegraphic transfers, drafts, cheques, sundry subscriptions to bonds not delivered yet, interbank debts, etc., aggregating France 70,000,000.

(d) The immediate repayment of 50 per cent. to the other creditors, viz., France 234,000,000.

(e) The delivery to the creditors of paragraph (d) of a credit certificate called "part bénéficiaire," redeemable at par and participating in 80 per cent. of the yearly net profits of the Bank.

(f) Delays for the repayment of the amounts due to the French Banks aggregating France 279,500,000 (viz., France 139,000,000 due to the Banque de France, France 140,500,000 to the consortium).

(g) The designation of a new Board of Directors and the dismissal of all the unsatisfactory officials.

The assets of the Banque (a document circulated to the meeting explained) will therefore be France 320 millions, to be derived from Boxer indemnity, 483 millions to be collected from shareholders, plus 58 millions cash in hand, which will give total assets of 426 millions francs. Out of this, France 70 millions will have to be paid, as per paragraph (c.) and France 234 millions as per paragraph (d.), making a total to be paid of France 328 millions, from France 426 millions (assets), leaving a balance of France 98 millions as working capital. Liabilities as per paragraph (f.) viz., France 3794 millions, and France 431 millions long term liabilities will be paid off from 50 per cent. of profits of new Bank whilst balance of 80 per cent. will be used to redeem certificates as per paragraph (e.).

The Chairman emphasized that, if the scheme were accepted, it would not be binding upon depositors and creditors. The proposal was being laid before the meeting to enable M. Benoit to do something for them. Unless something tangible was put before the French Government nothing could be done. Some people had expressed doubts whether the Boxer indemnity could be used for this purpose, but the Chairman thought that if M. Benoit included the scheme, they could depend upon him in that matter. As to the 483 millions, consisting of calls due from shareholders, business men knew that one of the obligations of shareholders in every company was to pay the calls made. Cash in hand amounted to 58 million francs, making the total assets 426 millions.

Adding up liabilities, these came to far more, but certain of them need not be taken into consideration at present. One part was composed of the purely banking debts, amounting to 70 millions, and of the deposits amounting to 318 millions, or a total of 388 millions. The other part of the liabilities, for secondary consideration, were debts owing to the French banks, amounting to 2794 millions and long-term liabilities amounting to 431 millions, or altogether 3225 millions.

The first portion of the liabilities 586 millions amounted to more than the assets of 426 millions. The proposal was that, of the 586 millions, the 70 millions of purely banking debts should be paid in full at once, as well as half the deposits (238 millions), which meant that 233 millions should be paid right away. Deducting that from the assets of 426 millions would leave 193 millions liquid cash with which to carry on the business of the bank.

As to the remaining half of the deposits (238 millions), they were to be paid from the profits, 80 per cent. of which would be devoted to repaying them while the remaining 20 per cent. would go to repay the second portion of the liabilities, the 222 millions already mentioned. Of course, the repayment of the last-named would take a long time; at least until the depositors were paid off. After that a greater percentage of the profits would be available for the repayment of this section of the liabilities.

The Chairman added that he had in very good authority that the Shanghai Union of Creditors had accepted the scheme. The scheme offered 50 per cent. which was better than nothing. The idea of accepting this scheme was really to oppose another scheme, to wind up the whole concern, which would leave depositors very little. The idea of devoting the Boxer indemnity to the repayment of creditors was to carry on the work of the bank and to restore its prestige. He suggested that the meeting accept the scheme and that its acceptance be wired to Paris.

(Continued at foot of next column.)

## DEATH OF VISCOUNT ACHESON'S FATHER.

## THE EARL OF GOSFORD.

A Reuter's cable announced the death of the Earl of Gosford, K.P., whose son and heir is Viscount Acheson, for some time past a resident of Hongkong, being one of the directors of the British-American Tobacco Co., who have their head office for the East in the Colony. Viscount Acheson succeeds to the title as the fifth Earl. The earldom was created in 1808.

The late Earl's full name was Archibald Erskine Sparrow Acheson. He was Vice-Admiral of the Province of Ulster; H.M.'s Lieutenant of Armagh; Hon. Colonel 3rd Batt., Royal Irish Fusiliers; Vice-Chamberlain to H.M. Queen Alexandra since 1901. His Honours included that of Kt. Grand Cross of the Daneborg; St. Saviour of Greece; and The White Eagle of Russia. The late Earl was born August 19th, 1841.

He was the son of the third Earl of Gosford and the third daughter of the tenth Earl of Menth. He succeeded his father in the title in 1914 and married Lady Louisa Augusta Beatrice Mountagu (Lady of the Bedchamber to H.M. the Queen), second daughter of the 7th Duke of Manchester. There are two sons and three daughters.

Viscount Acheson has the sincere sympathy of many friends in Hongkong in his bereavement.

## SCHOOL BOY AND MAGISTRATE.

"OBJECTS TO BEING TREATED LIKE A THIEF."

Some schoolboys playing in the Botanical Gardens on Tuesday evening, were the cause of a young Portuguese boy, aged 13, being summoned before Mr. R. E. Lindell, at the Magistracy, yesterday, for damaging a garden seat to the extent of \$5.

The defendant, a scholar at St. Joseph's College, denied the charge and said: "The gardener caught the wrong boy. He took me by the neck as if I were a thief."

The Magistrate: Well! The boy: I object to that. The Magistrate: Oh, you object, do you? It is his duty to arrest persons who commit offences against the law. After much questioning, the Magistrate decided that the gardener probably broke the legs of the seat when he forced the boy to help him replace it.

The Magistrate dismissed the charge and reprimanded the gardener for keeping back part of the truth.

## TIRED OF BEING A CONCUBINE.

STOLE MASTER'S JEWELLERY AND RAN AWAY.

A concubine and her maid-servant were charged before Mr. Wood at the Magistracy, yesterday morning, with the theft of a large quantity of jewellery worth \$2,500, the property of Pang Fun, a merchant of No. 313, Des Vaux Road Central.

On the recommendation of Inspector J. Watt, the maid-servant was discharged, as to the concubine, who pleaded guilty, Inspector Watt said she and the maid-servant absconded on the afternoon of March 9th, taking with them, \$300 in notes, ten notes for \$20 gold each, ten notes for \$10 gold each, 20 \$1 gold pieces, five bracelets, one gold chain, one diamond ring, two ruby rings and a quantity of clothing.

The Shanghai police were notified and the girls were located in a boarding house in the French Concession. When arrested they had over half the missing property. The maid-servant said she accompanied the concubine merely as a servant and had nothing to do with the theft. He was inclined to believe her.

The Magistrate (to the concubine): Why did you run away? The woman: Because I did not like to be a concubine.

The Magistrate asked whether any interest would be received on the second half of the deposit, referred to in para (c) of the scheme.

Mr. Montargis: We don't know about the interest.

The Chairman suggested that, if depositors got back their capital, interest would be a small matter. He proposed that the meeting accept M. Benoit's proposal, which would mean that the meeting was opposed very strongly to winding-up the bank.

Mr. J. E. Joseph seconded the motion which was carried unanimously, and it stated that the decision would be cable to Paris.

Before the meeting terminated the Chairman uttered a gentle reminder to members who had not done so to pay the subscription of \$5 agreed upon; money was needed to pay for cables and printing, and subscriptions should be sent to Mr. Silva of Messrs. Dodwell's.

## DISCUSSION.

One of the depositors said he understood that if they accepted the scheme, it would not be binding on them but it would on the bank.

The Chairman said it stood to reason that anything not binding on the creditors could not be binding on anybody else.

A depositor asked whether any interest would be received on the second half of the deposit, referred to in para (c) of the scheme.

Mr. Montargis: We don't know about the interest.

The Chairman suggested that, if depositors got back their capital, interest would be a small matter. He proposed that the meeting accept M. Benoit's proposal, which would mean that the meeting was opposed very strongly to winding-up the bank.

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## ROYAL ARTILLERY ATHLETIC MEETING.

## SERVICES GALA DAY IN KOWLOON.

Favoured by delightful weather, the Royal Artillery brought off, yesterday afternoon, the chief events of a two-days' athletic meeting on the United Services Recreation Ground, Kowloon. Heats, and some of the less important contests were decided on Tuesday afternoon. Yesterday, there was a large attendance of those interested in the R.A., and of the general public, and the afternoon passed pleasantly in watching a number of well-contested races and, in some cases, amusing competitions. The obstacle race, for instance, laid great stress on the first part of its title; competitors had to climb over, under or through almost every object on the sports ground. Another competition which caused some amusement was called a whistling race. Ladies had to whistle popular tunes (maybe the old saw which deprecates such action on their part); their male partners had to write down the name of the tune and convey the paper to the winning post. Ricksha coolies, who watched the races in large numbers from Jordan Road, lent their vehicles for a ricksha race with 'lady passenger'.

Visitors were entertained to tea during the afternoon; the Band of the 102nd E. O. Grenadiers (by permission of Major W. B. Roberts, D.S.O.), and the pipers of the H.K.S. also played for their delectation. The Band acquitted itself most successfully, under Bandmaster R. E. Louis' conduct, and seemed particularly successful in selections having an Oriental character. Of the pipers it can only be said that they could not be distinguished from the Highland variety.

At the conclusion of the sports, Mrs. Orpen Sanders kindly distributed the trophies, in the centre of an enthusiastic throng of competitors and their friends. Capt. A. McD. Hewitt, R.G.A., as clerk of the course and Major H. G. Baginall, D.S.O., R.G.A., and Major W. C. Downing, R.G.A., as starters, had a great deal to do with the success of the meeting. They had the assistance of the following:—

PRESIDENT—Lieut.-Colonel W. O. S. Sanders, D.S.O., R.G.A.  
JUDGES—Lieut.-Col. W. O. S. Sanders, D.S.O., R.G.A., Major R. F. Daubus, R.G.A., Major C. L. Hickling, D.S.O., R.G.A., Major E. D. Matthews, R.G.A., Subadar Major Bhair Singh, H.K.S., R.G.A.

STEWARDS—Mr. Gr. T. R. Hall, Sgt. R. Watson, Mr. Gr. G. Taylor, Jemadar Piran Ditta, D.C.M., R.S.M., W. C. Capewell, C.S.M., S. H. Davies, C.Q.M. S. McKay.

RECORDERS—Captain C. O. Olliver, R.G.A., Staff-Sgt. A. Gillard, Bcmdr. A. J. Newcombe.

TIME-KEEPERS—Mr. Gr. J. Watson and Q.M.S. (I.G.) L. C. Harmon.

RESULTS OF THE CONTESTS.

The following were the results of the contests:—

Putting the Shot (British).—1, Capt. Davies; 2, Sgt. Skeet; 3, Gnr. McHugh; (Indian).—1, Rajah Khan; 2, Sharif Khan; 3, Ahmad Khan.

High Jump.—1, Capt. Davies; 2, Sgt. Shipley; 3, Bdr. Veale.

Throwing the Cricket Ball.—1, Sgt. Skeet; 2, Capt. Davies; 3, Lt. Thornton.

Sack Race (British).—1, Bdr. Taylor; 2, Gnr. Chant; 3, Gnr. Shaw.

Long Jump (British).—1, Gnr. McHugh; 2, Capt. Davies; 3, Sgt. Shipley; (Indian).—1, Diwan Singh; 2, Santa Singh; 3, Jhanda Singh.

Half-Mile Flat Race (British).—1, Capt. Davies; 2, Sgt. Tribe; 3, Sgt. Shipley.

One Mile (Indian).—1, Lal Khan; 2, Mangol Singh; 3, Amrik Singh.



# BOTTLED IN ENGLAND Ross's "R" BRAND PILSENER BEER



PER DOZEN PINTS

**\$4.25**

SPECIAL QUOTATIONS TO  
CLUBS AND HOTELS.

SOLE AGENTS IN SOUTH CHINA  
**LANE, CRAWFORD, LTD.**

## WORLD THEATRE

Hongkong's Most Modern Picture Palace. Entirely Under British Management

TO-DAY at 5.15 P.M. and 9.15 P.M.

**THOMAS. H. INCH**  
PRESENTS

**ENID BENNETT**

**"PARTNERS THREE"**

230 p.m. & 7.15 p.m.

BEN WILSON & NEVA GERBER in "BRANDED FOUR"  
Episodes 10th. and 11th.

USUAL PRICES. BOOKING AT THE THEATRE.

Established 1841

*Normandin*

Chateaufort  
Cognac.

"Special Brandy"  
"15 years" Brandy  
"30 years" Brandy  
"Grande Reserve"

(in 17th century bottles)

The two later marks are recognised  
throughout the world as the finest types of  
Liquor Brandy.  
Ask for samples.

Agents for Hongkong & South China.  
**Messrs. CARTERS.**

1A, Chater Road,  
HONGKONG.



### PRELIMINARY RIGHTS. LADY RHONDDA'S SEAT.

The Minutes of Proceedings of the House of Lords issued on March 7th contain the official report made by the Committee for Privileges regarding the petition of Viscountess Rhondda for a writ of summons to Parliament to sit and vote in the House of Lords. The report is as follows:—

1.—That by letters patent, dated the 19th day of June, 1918, the Right Honourable David Alfred Baron Rhondda was created Viscount Rhondda of Ilanwern in the County of Monmouth, with special remainder in default of issue male to his only daughter, the petitioner, Margaret Haig Mackworth, wife of Sir Humphrey Mackworth, Baronet, and the heirs male of her body.

2.—That the said Viscountess Rhondda died on the 3rd July, 1918, without having had issue male, whereupon the said Margaret Haig Mackworth succeeded to the title and dignity of Viscountess Rhondda of Ilanwern aforesaid.

3.—That, but for the disqualification existing by reason of her sex, the said Viscountess Rhondda would have been entitled to receive a writ of summons to Parliament in right of the said dignity, and to take her seat in Parliament accordingly.

4.—That the effect of the Sex Disqualification (Removal) Act, 1919, was to remove such disqualification, and that upon the passing of the said Act the said Viscountess Rhondda became entitled to receive a writ of summons to Parliament.

5.—That it is desirable that this House should humbly beseech His Majesty that a writ of summons to Parliament may be sent to the Viscountess Rhondda.

This was read, and ordered to lie on the table.

### FATE OF WOMEN POLICE.

In the House of Commons on March 7th, Mr. Shortt, replying to Lord H. Cavendish-Bentinck, said he regretted that he did not see his way to depart from his decision to carry out the recommendation of the Goddes Committee to disband the women police division of the Metropolitan Police. The present cost of the patrols was about £27,000 per annum. There would be no charge for pensions.

Replying to Capt. Wedgwood Benn, Mr. Shortt said that the Goddes Committee consulted the Commissioner of Police and himself with regard to the work of the women police, and no witnesses from the force were called. The test was not as to the efficiency and usefulness of the women police, but whether the work was of such a nature that it ought to be maintained at the expense of the State at a time of financial stringency.

Capt. Wedgwood Benn asked whether the committee was in a position to come to a fair decision when the Home Secretary would not permit members of the women patrol to give evidence. Mr. Shortt replied that there was no ground for saying that he would not permit members of the women patrol to give evidence. He never said that the committee asked permission to consult somebody else.

### PRINCESS MARY.

Princess Mary will retain the title of Her Royal Highness, and the etiquette inseparable from a Princess of the blood Royal will continue to be observed in her new home. "Your Highness" to her servants, Princess Mary will by a limited circle of intimate friends be addressed as "Princess." No one may take precedence of Royalty, and when Lord Lascelles and his bride entertain guests at dinner the Princess, should no Royal guest be present, will herself, and alone, head the procession to the dining room. Her immediate followers will be her husband and the lady guest of highest rank. Other prerogatives of Princess Mary's rank are that all guests must rise when she enters a room and remain standing until she bids them be seated; and that she herself terminates an interview of a visit.

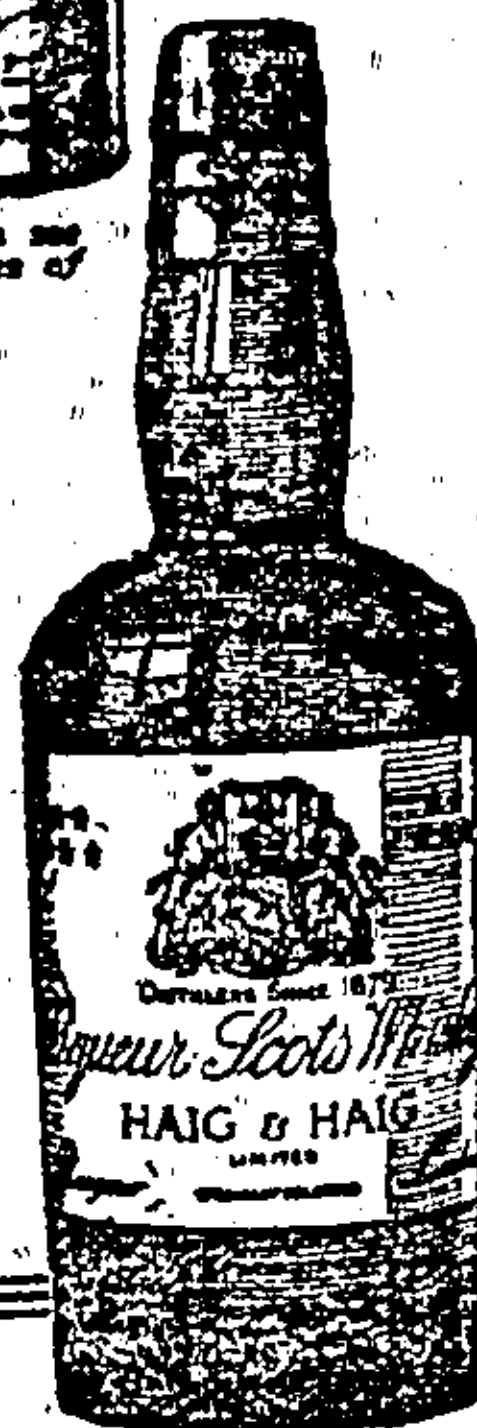
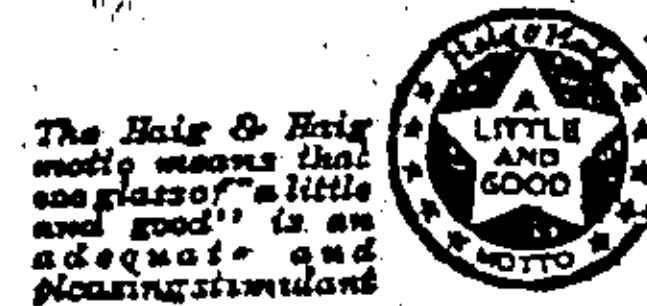
### WOMAN SEVEN TIMES MARRIED.

By her marriage at Kingston on Feb. 25th, Mrs. Sarah Collet achieved the record of having been married seven times. Her age given on the marriage certificate was 74 years, but the eldest daughter, who is 86 years of age, stated that her mother is 86 years old. Mrs. Collet, who was first married at the age of 18, is the mother of sixteen children, six of whom are still alive, and she has nine grandchildren and fifteen great-grandchildren. The bridegroom was Mr. Lewis Robert Goodwin, who was described as an omnibus general hand and a widower, 68 years of age. For some time he has been lodging at Mrs. Collet's house. The marriage took place at the Kingston Register Office, the bride being attired in a grey costume with a white veil and wearing a grey hat trimmed with an ostrich feather. The bridegroom wore two medals awarded him for his services as a special constable during the war.

### WHEN WOMEN WILL RULE.

Modern woman is receiving much widespread publicity and preoccupying herself with life's activities to such an extent that she is rapidly becoming the dominant sex in the opinion of Professor Powers, of the University of California, who predicts that in 1977 women will rule the world and men do the housework and take care of the children. "To-day," says Professor Powers, "woman, courted in business and politics, occupies the first place in the news of the day. Her manifest destiny as ruler of the world is thus merely a matter of swift development."

# A HAIG & HAIG CAUTION



## A GENTLE WARNING TO THE PUBLIC IS NECESSARY

Unless you say HAIG AND HAIG you may get a less costly whisky offered in substitution. When we say this we are thinking of you more than ourselves. We have plenty of sales—more than we can deal with—but unless you are careful you may get something else instead of the original

**Haig & Haig Five Stars  
Scots Whisky**

HAIG & HAIG, LTD. (Distillers since 1679)  
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Agents:

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### NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.  
OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer  
"AGAPENOR PYRREUS"

are hereby notified that the cargo has been brought forward by a.s. "PELEUS" and will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 10th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April will be subject to rent and any additional charges for cooling hire incurred. All claims against the steamer must be presented to the undersigned on or before the 28th April, or they will not be recognised.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th April, 1922.

NOTICE TO CONSIGNEES.  
OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer  
"BELLEROPHON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th April, or they will not be recognised. Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th April, 1922.

### NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer  
"EURYMACHUS"

FROM NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

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BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th April, 1922.

NOTICE TO CONSIGNEES  
OCEAN STEAM SHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer  
"LAOMEDON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th April, or they will not be recognised. Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th April, 1922.

### NOTICE TO CONSIGNEES

"GLEN" LINE LIMITED.

M. V. "GLENARIFF" FROM UNITED KINGDOM & INTERMEDIATE PORTS

CONSIGNEES of cargo by the above vessel are hereby informed that same has been returned from Shanghai by m. v. "GLENARIFF" to-day and all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th April at 5 p.m. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignee by Messrs. Goddard & Douglas, on 15th April, 1922, at 10 a.m. Claims against the Steamer including those for cargo short delivered, must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 8th April, 1922.

### NOTICE TO CONSIGNEES

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER  
"PLASSY"

ARRIVED HONGKONG ON 10th APRIL, 1922.  
FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAY and TUESDAY. All Claims must be presented within ten days of the Steamer's arrival, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.  
MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 10th April, 1922.

**THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3**







## SHIPPING NEWS

## ARRIVALS.

April 12th.  
**Chofu Maru**, Japanese str., 939 tons, Capt. R. Imura, from Haiphong, with rice.—Shun Yick & Co.  
**Chun**, British str., 2,311 tons, Capt. D. W. McNab, from Nagasaki, no cargo.—Asiatic Petroleum Co.  
**Tai Sze Ma**, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yan Pat & Co.  
**Tean**, British str., 1,351 tons, Capt. Wm. McDonald, from Bangkok, with a general cargo.—B. & S.  
 April 13th.  
**Alaska Maru**, Japanese str., 4,500 tons, Capt. S. Nakayama, from Japan, with a general cargo.—N.Y.K.  
**Chongshing**, British str., 1,258 tons, Capt. E. Russell, from Tientsin, with a general cargo.—M. & Co.  
**Derwent**, British str., 1,362 tons, Capt. C. R. Benstead, from Saigon, with rice.—Thai Thuan.  
**Hakodate Maru**, Japanese str., 2,923 tons, Capt. C. Hishikawa, from Calcutta, with a general cargo.—N.Y.K.  
**Kaiyo Maru**, Japanese str., 2,015 tons, Capt. T. Matsushige, from Keelung, with coal and general cargo.—O.S.K.  
**Leesang**, British str., 972 tons, Capt. W. J. Booker, from Haiphong, with a general cargo.—M. & Co.  
**Liangchow**, British str., 1,220 tons, Capt. Mitchell, from Canton, with a general cargo.—B. & S.  
**Taiyuan**, Chinese str., 1,216 tons, Capt. Klausen, from Shanghai, with a general cargo.—C.M.S.N. Co.  
**Vingta**, American str., 2,551 tons, Capt. J. Agnell, from Portland, Ore., with a general cargo.—Arnold Brothers.

## CLEARANCES.

April 12th.  
**Bearport**, for Manila.  
**Colaba**, for Amoy.  
**Haiching**, for Swatow.  
**Hakodate Maru**, for Kobe.  
**Hanchow**, for Canton.  
**Outlook**, for Shanghai.  
**Tensho Maru**, for Hongkong.  
**Shanghai Maru**, for Hongkong.  
**Shanghai Maru**, for Hongkong.  
**Sumatra Maru**, for Hongkong.  
**Sumatra Maru**, for Hongkong.

## PASSENGERS.

ARRIVALS.  
 Per s.s. **Taiyuan**, on April 12th:—From Shanghai, Mr. and Mrs. Graham, Mr. and Mrs. Anderson, Capt. Cameron, Mr. R. T. Boffa, Mr. J. C. S. Fender, Mr. E. A. Beaumont.  
 DEPARTURES.  
 Per s.s. **Taiyuan**, on April 12th:—Mr. B. Prescott, Mr. A. E. Scott, Mr. Hughes, Mr. When, Dr. W. A. Davis, Lt.-Col. and Mrs. Ginn, Mrs. Bull, Mrs. O. Hughes, Mr. and Mrs. G. F. Nightingale, Mr. Jessup, Mr. R. A. Trengg, Mr. Newson, Mr. T. Benson, Miss E. Bellin, Mrs. P. D. Evans, Mrs. A. Gray, Mrs. W. A. Davis, Mr. and Mrs. Wallace, Mr. and Mrs. Macartney, Mrs. E. Macdonald, Miss L. M. Smith, Mr. A. R. Morrison, Mr. H. C. R. Norton, Mr. J. W. L. Thomson, Miss F. Fowle, Miss S. Potterton, Capt. G. Ramsdell, Mr. and Mrs. Cameron, Mr. and Mrs. Edmonds, Mr. and Mrs. Davy, Mr. Ronalds, Mr. and Mrs. Davy, Mr. and Mrs. Ronaldson, Mr. A. Ronaldson, Mr. C. Pound, Mr. A. Lester, Mr. A. Johnston, Mr. R. G. Hart, Mr. Bull, Mr. J. H. Collins.

## SHIPPING MOVEMENTS.

The s.s. **Agamemnon** (Blue Funnel line) left Singapore on the 12th inst. for Hongkong, and is due here on the 17th.  
 The s.s. **Protestant** (Blue Funnel line) left Kobe on the 12th inst. for Hongkong, and is due here on the 17th.  
 The E. & A. Co.'s s.s. **Albion** left Manila for this port on the 11th inst. at 10 a.m., and is due here on the 14th inst. at about 10 a.m.  
 The R.M.S. **Empress of Asia**, from Hongkong on March 23rd arrived at Vancouver on April 10th.

## VESSELS EXPECTED.

**Agamemnon** (Blue Funnel), due April 15th.  
**Aki Maru** (N.Y.K.), due April 13th.  
**Bertrams** (Ben Line), due about April 13th.  
**Wootton Heath**, Kerr S.S. Co. (Shewan, Rowan & Co., Agents), due April 20th.  
**Chanda** (B.L.), due April 14th.  
**Dancer** (P. & O.), due April 19th.  
**Empress of Russia**, due April 14th.  
**Hakthola** (B.L.), due April 12th.  
**Kanaburu Maru** (N.Y.K.), due April 14th.  
**Lycan** (Blue Funnel), due April 24th.  
**Mishima Maru** (N.Y.K.), due May 10th.  
**Tanda** (B.L.), due April 18th.  
**Tokomi Maru** (N.Y.K.), due April 15th.  
**Tsuruga Maru** (N.Y.K.), due April 17th.  
**Yokohama Maru** (N.Y.K.), due April 13th.  
**Yoshino Maru** (N.Y.K.), due April 27th.

## BALLIN ON SHIPPING SUBSIDIES.

In the closing instalment of his review for *Fairplay* of Bernard Huldermann's life of Albert Ballin, Bjarne Aagaard writes that Ballin had an abhorrence of subsidies. Mr. Aagaard observes:—  
 "Subsidies were a nuisance to him, and he felt that they generally did more harm than good. He always spoke very disparagingly of those who based their business upon subsidies, and when I once discussed the French subsidy laws with him, he said that this feeding-bottle system was all right for France—he had no objection to France feeding her owners on the bottle.  
 "On a public occasion he said that, as far as he was concerned, the subsidies paid to the H.A.L. might be stolen from him over night and he would not mind. I may here interject the fact that out of the 521,727,428 marks which the H.B.L. earned in the 28 years from 1890 to 1913, only 2,735,700 were subsidies received when the H.A.L. temporarily took a part in the carrying out of the Imperial German mail service to the Far East."

## SHIPPING NOTES.

The four or five Government coast-guard vessels of the Philippines which, owing to a retrenchment policy, are at present tied up, are to be disposed of on condition that they are not taken away from the Philippines, but are to be the coast-wise trade employed.

The Governor-General of the Philippines last week had a conference with the Insular Customs Collector for the purpose of discussing present shipping conditions in the islands and the possible ways for lightening the cost of ships' operation. According to the chief executive, it is important that these conditions should be improved in order to promote inter-island trade, and business conditions and agriculture in general throughout the islands.

## MERCHANT SHIPPING RETURNS.

The quarterly returns of Lloyd's Register, recently published, reveal the large extent to which the trade depression has affected the British shipping and ship-building industries. They show a reduction of 184 vessels and 515,000 tons as compared with 1920, and the total amount of shipping now under construction in the United Kingdom is given as 2,640,000 tons or about 1,068,000 tons less than that being built a year ago. The present figure, moreover, includes 722,000 tons on which work has been suspended and a number of vessels the completion of which has also been held up as a result of abnormal causes. Very little new work has lately been started. Only 18 vessels have been begun during the last three months, amounting 35,000 tons, whereas in the first three months of the year work was commenced on 83 vessels of 391,000 tons.

## WEATHER REPORT.

April 12th, at 12.05.—Pressure has decreased moderately at Weihaiwei and Shanghai, and slightly at other reporting stations. A depression is shown in the neighbourhood of Vladivostok.

The position of the anticyclone is uncertain.  
 Hongkong Rainfall for the 24 hours ending at 10 a.m. 12th inst. 0.00 inch. Total since January 1st, 14.89 inches, against an average of 7.89 inches.

The forecast for the 24 hours ending at noon today is as follows:—  
 District Forecast

Hongkong to Gap Rock N.E. winds, moderate; fine to cloudy.  
 Formosa Channel N.E. winds, fresh.  
 South coast of China between Hongkong and Lamook The same as South coast of China between Hongkong and Hainan No. 1

## HONGKONG METEOROLOGICAL REGISTER.

| Hongkong Observatory, April 12th. |                        |                   |                   |
|-----------------------------------|------------------------|-------------------|-------------------|
|                                   | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 3 p.m. |
| Barometer                         | 30.05                  | 30.05             | 30.05             |
| Temperature                       | 69                     | 65                | 71                |
| Humidity                          | 80                     | 67                | 75                |
| Wind Direction                    | ESE                    | E                 | ESE               |
| Force                             | 3                      | 4                 | 3                 |
| Weather                           | c                      | c                 | b                 |
| Rain                              | 0.0                    | 0.0               | 0.0               |

Highest open-air Temperature on 11th ... 70  
 Lowest open-air Temperature on 12th ... 64

## HONGKONG TIDE TABLE.

| From 13th to 16th April, 1922. |               |                      |         |
|--------------------------------|---------------|----------------------|---------|
| HIGH WATER.                    |               | LOW WATER.           |         |
| Days of Week                   | Days of Month | H'kong Standard Time | Height  |
| Thur.                          | 13            | h. m.                | ft. in. |
|                                |               | 9 54                 | 6 7     |
|                                |               | 11 13                | 5 7     |
| Fri.                           | 14            | h. m.                | ft. in. |
|                                |               | 10 10                | 6 8     |
|                                |               | 11 20                | 5 8     |
| Satur.                         | 15            | h. m.                | ft. in. |
|                                |               | 10 13                | 5 2     |
|                                |               | 11 10                | 6 7     |
| Sun.                           | 16            | h. m.                | ft. in. |
|                                |               | 11 15                | 4 7     |
|                                |               | 11 10                | 6 7     |
| Mon.                           | 17            | h. m.                | ft. in. |
|                                |               | 11 21                | 4 3     |
|                                |               | 12 04                | 5 2     |
| Tues.                          | 18            | h. m.                | ft. in. |
|                                |               | 12 39                | 4 2     |
|                                |               | 1 36                 | 5 0     |
| Wed.                           | 19            | h. m.                | ft. in. |
|                                |               | 2 50                 | 5 6     |
|                                |               | 3 58                 | 10 40   |

## STEAMER FOR SWATOW.

THE s.s. "GEORGI" will be despatched for above port on 14th inst., taking cargo at lowest current rates.

Please apply to:—  
 HIN FAT & CO.  
 Kwok Hin Wang,  
 Sole Proprietors.

107, Wing Lok St.  
 Tel. No. 2438. (897)

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY and to the NERVES

CHAPOTEAUT'S PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE AND IN SYRUP

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## REDUCED FARES TO ENGLAND

## FIRST CLASS THROUGHOUT

EMPRESS OF CANADA. EMPRESS OF AUSTRALIA  
 EMPRESS OF RUSSIA. EMPRESS OF ASIA

CONNECTING WITH

EMPRESS OF SCOTLAND. EMPRESS OF FRANCE

## \$620.50 GOLD

Lower Berth in First Class Sleeping Car across Canada!  
 \$25.60 extra.

## SECOND CLASS \$412.84 GOLD

Lower Berth in Tourist Car across Canada \$12.80 extra.

THREE CANADIAN PACIFIC TRANSCONTINENTAL TRAINS DAILY

CANADIAN PACIFIC HOTELS ALL OVER CANADA.

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FAST FREIGHT AND PASSENGER STEAMERS.

NANKIANG "NILE" "CHINA"

Trans-Pacific Service

HONGKONG to SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu

s.s. "NANKIANG" s.s. "CHINA" s.s. "NILE"

May 30th April 25th

at noon at noon

Java Service

HONGKONG to AMOY, May 1st.

HONGKONG to SINGAPORE and JAVA PORTS, May 9th.

S.S. "GORJISTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SHERIDAN, GENERAL AGENT

PRINCE'S BUILDING, 101 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1924. No. 2181

## DODWELL &amp; CO., LIMITED.

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON

for NEW YORK & BOSTON via Suez

s.s. "KENDAL CASTLE" ... sailing on or about 20th April.

s.s. "WREY CASTLE" ... sailing on or about 18th May.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

## FOR SHANGHAI.

s.s. "PERSIA" ... sailing on or about 27th April.

s.s. "TRIESTE" ... sailing early in May.

## FOR BRINDISI, VENICE &amp; TRIESTE

s.s. "PERSIA" ... sailing on or about 5th May.

s.s. "TRIESTE" ... sailing end of May.

Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... sailing about the end of Apr.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED.

Agents.

## N. Y. K.

SAILING SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (For Manila, Kobe and Yokohama) Thursday, 13th April, at 11 a.m.

(To be transhipped at Kobe into SHIDZUKA MARU) Wednesday, 3rd May, at 11 a.m.

FUSHIMI MARU To be transhipped at Kobe into YOKOHAMA MARU

MARSHALLS, LONDON & ANTWERP via Singapore, &c.

ATSUTA MARU ... Friday, 14th April, at 11 a.m.

KASSIMA MARU ... Friday, 14th April, at 11 a.m.

HAMBURG, via LONDON, HULL & ROTTERDAM.

DAKAR MARU ... Friday, 14th April.

GIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Second half of April

SYDNEY & MELBOURNE via Manila &c.

NIKKO MARU ... Tuesday, 18th Apr., at 11 a.m.

AKI MARU ... Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA

MAYABASHI MARU ... Friday, 14th April

NEW YORK via Suez.

SIO DE JANEIRO, SANTOS & BUENOS AIRES via CAL.

KAWACHI MARU ... Beginning of June

BOMBAY via Singapore, Penang and Colombo.

JALOUTTA via Singapore, Penang & Rangoon.

CEYLON MARU (For Rangoon via Singapore) ... Friday, 14th April.

NAGASAKI, KOBÉ & YOKOHAMA.

AKI MARU ... Thursday, 13th April, at 11 a.m.

HANGHAI, KOBÉ & YOKOHAMA.

YOKOHAMA MARU ... Saturday, 15th April

For further information apply to:— NIPPON YUSEN KAISHA

Telephone Nos. 232 & 233. K. H. KAMEI, Manager.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 22nd May.

"West Prospect" ... Leave Hongkong 24th May.

"Dewey" ... Due Hongkong 11th June.

"West Prospect" ... Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO MANILA ONLY

"Bearport" ... Due Hongkong 1st June.

"Bearport" ... Leave Hongkong 12th April

TO MANILA, SAIGON, SINGAPORE, SOURABAYA,

SAMARANG AND BATAVIA.

"West Prospect" ... Due Hongkong 18th April.

"West Prospect" ... Leave Hongkong 20th April.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STROTHERS AND BARRY.

L. EVERETT, General Agent for 1st Floor, Powell's Building, Phone No. 3008

JAPAN-CHINA-PHILIPPINES. G. P. BRADFORD, Res. Agent

## YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co. Ltd.)

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

## KEELUNG, HONGKONG &amp; HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

s.s. "TAIKWA MARU" ... on or about 13th April.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU" ... on or about 13th April.

For further particulars, please apply to:—

S. MITARAI, Agent.

No. 37, Bonham Street, W.S. Tel. No. 155.

Top Floor, King's Building Tel. No. 140.

## KONINKLYKE PAKETVAART

## MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STEAMSHIP

## "VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

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## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
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Cargoes carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH ROSEBURY direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
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## ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.  
FREIGHT & PASSENGER SERVICE

## OUTWARDS.

## HOMEWARDS.

S.S. "CITY OF CALCUTTA" ... 5th May ... Marseilles, London, Dunkirk and Antwerp.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or REES &amp; Co., Canton

THE BANK LINE, LTD.  
General Agents.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

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AMERICAN & MANCHURIAN LINE  
ELLERMAN & BUCKNALL S.S. CO., LTD.

## Sailings from Hongkong.

To Boston and New York.  
S.S. "CITY OF MELBOURNE" ... via Suez Canal ... 20th April.  
S.S. "KARROO" ... via Suez Canal ... 5th May.Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG  
HONGKONG AND CANTON. REES & CO.

## MESSAGERIES MARITIMES

## SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.SHANGHAI KOBE ... "PORTHOS" ... 20,000 ... On or about 15th April.  
YOKOHAMA ... "ANGROE" ... 15,200 ... On or about 28th April.  
"ANGERS" ... 15,000 ... On or about 12th May.MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, PENANG, ANG, COLOMBO, DJIBOUTI, SUZ ... "CORDILLERE" ... 11,000 ... On or about 17th April.  
"AMAZONE" ... 11,000 ... On or about 28th May.  
"PORTHOS" ... 20,000 ... On or about 14th May.

## COMMERCIAL LINE

HAVRE DUNKIRK &amp; ANTWERP ... "COM. RAMEL" ... On or about 25th April.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK & ANTWERP. (ON APPLICATION)  
For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

A. JOBAUD, Acting Agent, Queen's Building.

## DOUGLAS STEAMSHIP CO., LTD

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, also and excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW  
AND RETURN

(Occupying 8 or 10 Days)

HAIPHONG ... Capt. J. S. Thomson ... Wednesday, 12th April, at 1 p.m.  
HAILONG ... Capt. F. J. Gill ... Tuesday, 18th April, at 1 p.m.  
HAILONG ... Capt. W. C. Pasmore ... Friday, 21st April, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO  
General Managers.P. & O., British India  
Apcar and  
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## MAIL AND PASSENGER SERVICES

RAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S.S.      | Tons  | From Hongkong (about) | Destination                                                                                         |
|-----------|-------|-----------------------|-----------------------------------------------------------------------------------------------------|
| "TORILLA" | —     | 18th Apr.             | Calcutta via Singapore & Penang (Singapore, Penang, Colombo, Aden, Port Said, Marseilles, & London) |
| "KALIAN"  | 8,997 | 28th Apr.             | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "DUNERA"  | 8,407 | 2nd May               | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "PLASSY"  | 7,848 | 10th May              | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "DONGOLA" | 8,000 | 24th May              | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "SIODLA"  | 8,700 | 2nd June              | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "KIVDER"  | 9,000 | 7th June              | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "DELTA"   | 8,100 | 21st June             | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "SOUDAN"  | 7,000 | 1st July              | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "KASHMIR" | 9,000 | 5th July              | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "KARMALA" | 9,000 | 19th July             | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |
| "KASHGAR" | 9,000 | 2nd Aug.              | Singapore, Colombo & Bombay (Marseilles, London & Antwerp)                                          |

## BRITISH INDIA - APCAR SAILINGS

|            |       |           |           |
|------------|-------|-----------|-----------|
| "EURYALUS" | 3,570 | 14th Apr. | Singapore |
|------------|-------|-----------|-----------|

## EASTERN &amp; AUSTRALIAN SAILINGS (Sundays)

|              |       |          |                                                                                      |
|--------------|-------|----------|--------------------------------------------------------------------------------------|
| "St. ALBANS" | 5,000 | 12th May | Manila, Sandakan, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
|--------------|-------|----------|--------------------------------------------------------------------------------------|

Frequent connections from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., also per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

|              |       |                |                          |
|--------------|-------|----------------|--------------------------|
| "JANUS"      | 5,000 | 14th Apr. D.L. | Kobe via Shanghai & Amoy |
| "St. ALBANS" | 5,000 | 14th Apr.      | Yokohama Direct          |
| "DUNERA"     | 8,407 | 20th Apr.      | Shanghai                 |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. &amp; O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO., Agents.

21, Des Voeux Road Central, HONGKONG.

## O. S. K.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly direct

service via Singapore and Port Said.

"ATTAI MARU" ... Thursday, 20th April.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DUBAN ...

CAPT. TOWN via SINGAPORE, PASSENGER SERVICE ...

"SEATTLE MARU" ... Tuesday, 5th May.

BOMBAY COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE ...

"HONOLULU MARU" ... Sunday, 23rd April.

DELL &amp; HANGKOW ... Monday, 1st May.

"EUGEO MARU" ... Monday, 1st May.

CALCUTTA via SINGAPORE, PENANG &amp; BANGKOK ... Friday, 21st April.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA ...

via Alaska—Taking cargo to OVERLAND POINTS U.S.A. &amp; CANADA ...

"ARIZONA MARU" ... Wednesday, 23rd April.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco ...

Panama and Cuban Ports ... Monday, 1st May.

NEW ORLEANS LINE via SUEZ ... Thursday, 4th May.

"CELEBES MARU" ... Thursday, 20th April.

JAPAN PORTS—Kobe &amp; Yokohama via Shanghai ...

"LONDON MARU" ... Thursday, 20th April.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers ...

"KAIKO MARU" ... Sunday, 16th April.

TAKAO via SWATOW &amp; AMOY ... Thursday, 20th April.

"SOSHU MARU" ... Thursday, 20th April.

Tel. No. 1090.

Y. YASUDA, Manager.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For

BOSTON

and

NEW YORK

S.S. "GARELIC PRINCE" ... 21st April.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED  
(Incorporated in Great Britain)  
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C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATIONS

| For                         | Steamer     | To Sail              |
|-----------------------------|-------------|----------------------|
| SHANGHAI                    | "LIANGCHOW" | On 13th Apr. noon.   |
| AMOI & SHANGHAI             | "LUCHOW"    | On 14th Apr. noon.   |
| SHANGHAI                    | "WANGSHEN"  | On 14th Apr. 4 p.m.  |
| SWATOW & SINGAPORE          | "HUINGCHOW" | On 15th Apr. noon.   |
| SHANGHAI                    | "SUIYANG"   | On 15th Apr. 4 p.m.  |
| SWATOW, AMOI & SINGAPORE    | "KWEIYANG"  | On 16th Apr. noon.   |
| SHANGHAI & TSINGTAO         | "YINGCHOW"  | On 16th Apr. 4 p.m.  |
| HAIPHONG, HOIHOW & BANGKOK  | "CHENAN"    | On 17th Apr. noon.   |
| SWATOW & BANGKOK            | "KALGAN"    | On 18th Apr. noon.   |
| AMOI, MANILA, CEBU & ILOILO | "CHINHU"    | On 18th Apr. 4 p.m.  |
| SWATOW & SHANGHAI           | "SINCHOW"   | On 19th Apr. noon.   |
| SHANGHAI & TSINGTAO         | "SINCHOW"   | On 20th Apr. noon.   |
| PARROT & HAIPHONG           | "KAIPOH"    | On 24th Apr. 11 a.m. |
| AMOI, MANILA, CEBU & ILOILO | "TAMING"    | On 25th Apr. 4 p.m.  |

S. SHANGHAI LINE—PASSENGER, MAILS AND CARGO steamers. Saloon accommodation, including Electric Fans in Saloon and state-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all ports in Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE JAPAN SEA, JAPAN &amp; HONOLULU.

| STEAMERS     | TONS   | LEAVE HONGKONG | LEAVE HONOLULU |
|--------------|--------|----------------|----------------|
| SIBERIA MARU | 30,000 | Apr. 24th      | Apr. 24th      |
| TENYO MARU   | ...    | May 7th        | May 7th        |
| KORRA MARU   | ...    | May 13th       | May 13th       |
| SHINYO MARU  | ...    | May 29th       | May 29th       |

Calling at Dairen.

Calling at Keelung.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA &amp; IQUIQUE.

Through by TRANS-ANDRAN ROUTE to BUENOS AIRES.

STEAMERS

SEIYO MARU ... 14,000 ... May 13th

RAKUTO MARU ... Omit May ... June 24th.

For full information regarding passenger, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. No. 24 &amp; 25.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## PACIFIC MAIL S.S. CO.

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Fare to European Ports US\$30.00 First Class throughout.

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SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

S.S. "GOLDEN STATE" ... LEAVE HONGKONG ... ARRIVE SAN FRANCISCO

S.S. "EMPIRE STATE" ... May 2nd ... May 25th.

S.S. "EMPIRE STATE" ... May 25th ... June 15th.

## HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

S.S. "LAKE FIELDING" ... April 16th.

## MANILA-HONOLULU-SAN FRANCISCO

Freight and Passengers

S.S. "CREOLE STATE" ... LEAVE MANILA ... ARRIVE SAN FRANCISCO

S.S. "WOLVERINE STATE" ... May 25th ... June 15th.

S.S. "CREOLE STATE" ... June 2nd ... July 13th.

S.S. "WOLVERINE STATE" ... July 20th ... Aug. 10th.

S.S. "WOLVERINE STATE" ... Aug. 16th ... Sep. 5th.

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PHILADELPHIA, NEW YORK, BOSTON.

"WEST IRA" ... May 5th.

For full information regarding rates, space, etc., Apply to

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer

Sailings

CHANGSHA ... May 8th ... May 15th.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried, and a Red Cross Nurse, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

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SAILINGS FROM HONGKONG

FOR

STEAMERS

TO SAIL

SRI HAMUD

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